

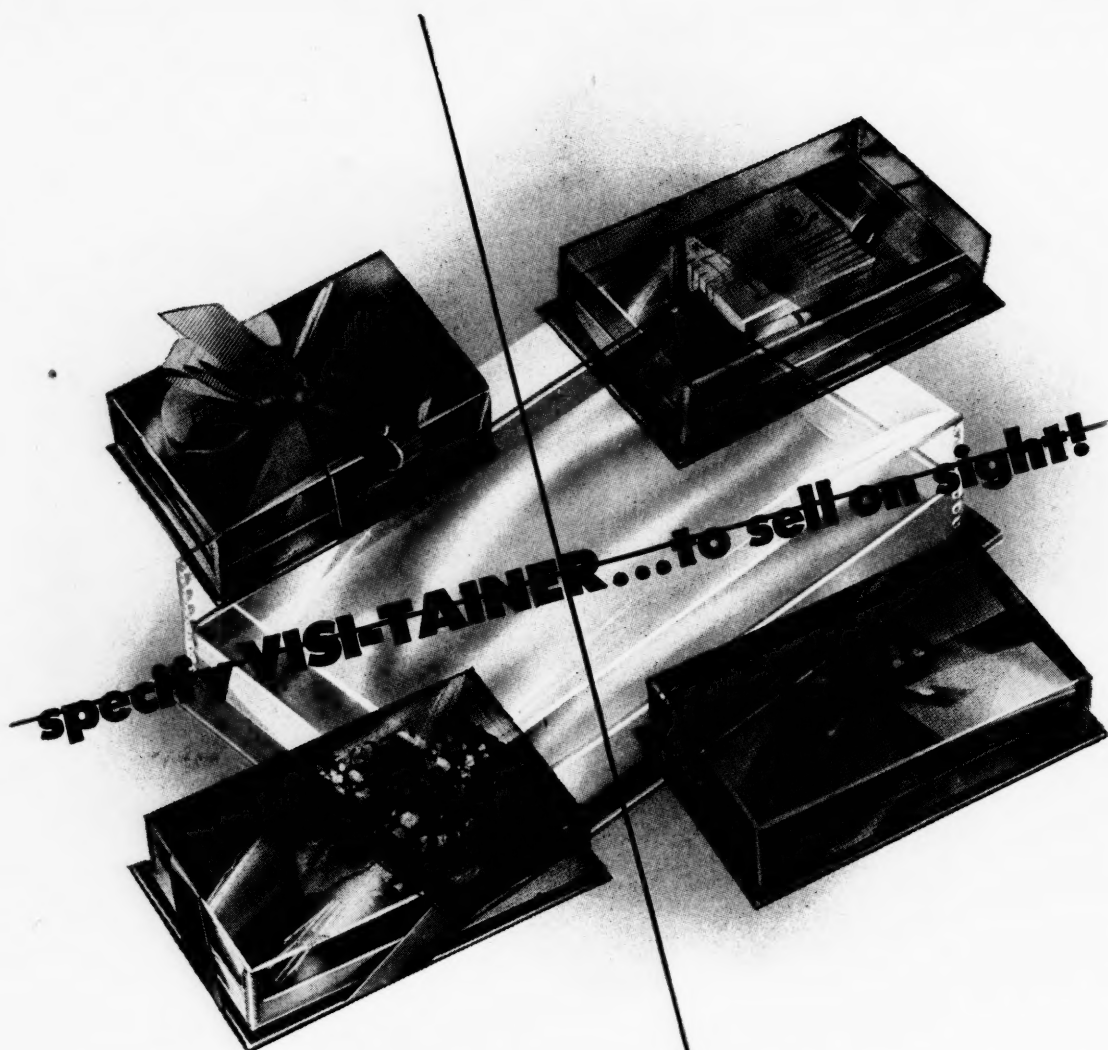
SEP 1 1944
LOS ANGELES

MANUFACTURERS Record

STACKS



Big and Bigger



ALL Old Dominion packages are planned to promote sales and offer protection, but your product viewed through a Visi-Tainer has the ultimate in sales appeal. For true distinction, wherever actual product appearance is a sales factor, Visi-Tainer is a guarantee of increased sales.

This dramatic container affording a clear view of your merchandise assures the pur-

chasing public of the manufacturer's pride in his product. Various decorative designs, shapes and colors heighten the sales value of this attractive package . . . ideal for jewelry, toiletries, leather goods, cosmetics, stationery and similar items.

Give **YOUR** product new sales appeal with Visi-Tainer.

Write today for completely illustrated **NEW DESIGN FOLDER**, to Old Dominion Box Company, Inc., Dept. 22, Charlotte, North Carolina.



PLANTS LOCATED THROUGHOUT THE SOUTH
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Box Company Inc.
CHARLOTTE • N. CAROLINA

PRECISION BUILT PAPER BOXES AND PACKAGING MATERIAL

MANUFACTURERS RECORD

ESTABLISHED 1882

A Publication for Executives

Volume 115 SEPTEMBER, 1946 Number 9

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Big and Bigger (cover illustration)—The XB-36, shown with the smaller B-29, last month made its successful first test flight. Built at Fort Worth, Texas, by Consolidated-Vultee, the new craft is the world's largest land-based bomber. It has a wing span of 230 feet, a rudder height of 47 feet 6 inches. Carrying capacity is more than 30 tons. Six 3,000-horsepower engines are mounted on the trailing edge of the wing. Each engine drives a three-bladed pusher-type propeller.

MANUFACTURERS RECORD PUBLISHING CO.

Publishers of MANUFACTURERS RECORD, CONSTRUCTION (daily), CONSTRUCTION (monthly) and BLUE BOOK OF SOUTHERN PROGRESS.

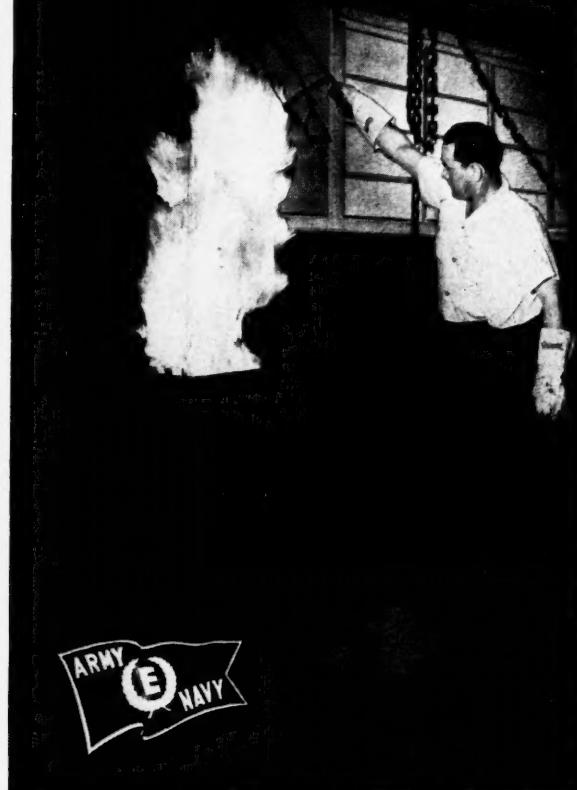
FRANK GOULD	President
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H. B. FRENCH	Advertising Manager
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a molecule



for Industry's needs!

"Dunking" of alloy steels from high temperatures into relatively cool oil is a part of the process of fixing the "Molecule"—to improve the quality of steel.

Let this modern metal working plant help you, if your expansion program calls for special machines or parts—requiring heat treating of steels, precision grinding, machining or electroplating.

Quotations quickly furnished!

Manufacturing Division

**R. H. Bouligny
Inc.**

Charlotte, N. C.

SAFE DEPOSIT BOX IN A

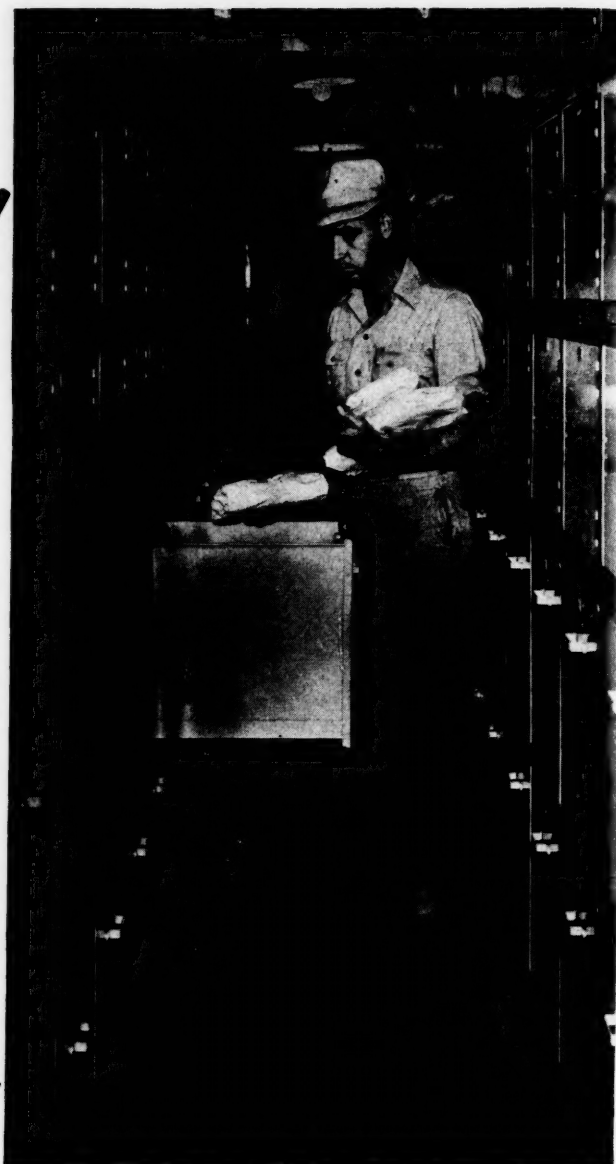
Food Bank!

RESERVES in a Food Bank assure families of the proper diets necessary for good health. That's why the development of the Freezer Locker is so important to the South. The Freezer Locker permits both rural and urban residents to store meat and other necessary, but perishable foods when they are plentiful, for consumption during off seasons. A supply of basic foods all year round will vastly improve the health and the lives of millions of Southerners.

Economically, too, the South will receive important benefits from the establishment of more Freezer Lockers. In whatever community they are built, they provide a stimulus for diversified farming. Where meat can be stored locally, the number of potential customers and the volume of their purchases directly from the farmer are increased considerably. This direct farmer-consumer contact should benefit both in the matter of price. And the farmer will be encouraged to raise top quality livestock because the consumer is not likely to store inferior grades of meat when better grades are available.

The Tennessee Coal, Iron & Railroad Company has given much practical aid in establishing Freezer Lockers in southern communities. Talks before businessmen's clubs and agricultural groups have aroused local interest. Our Agricultural Engineers have arranged to have interested businessmen visit Freezer Lockers which are operating so that first-hand information could be obtained. And then our Engineers have helped in the preparation of Freezer Locker plans based on local conditions.

These specific efforts to establish Freezer Lockers throughout the South are a part of our over-all plan to help the southern farmer develop better markets in the South for his farm products. A thriving South depends on profitable farming. Whatever helps southern agriculture helps all southern business.



U-S-S Steel Products made and distributed by T.C.I. include:

- Rolled, forged and drawn steel products.
- Structural shapes, plates, bars, small shapes, agricultural shapes, tool steel, strip, hoops, cotton ties.
- Steel sheet piling and H-bearing piles.
- Concrete reinforcing bars.
- Black, galvanized and special finish sheets.
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- Rails, track accessories, wheels, axles, forgings.
- Culverts.
- U-S-S High Strength Steels and U-S-S Abrasion-Resisting Steels.
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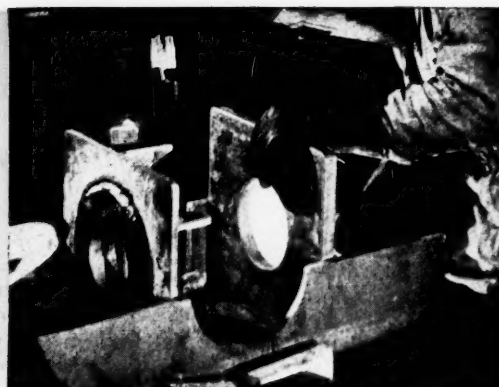
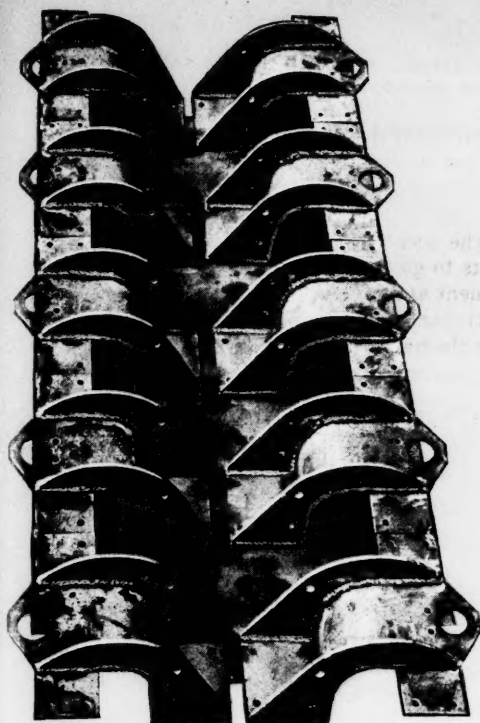
TENNESSEE COAL, IRON & RAILROAD COMPANY

General Offices: Birmingham, Alabama

District Offices: Birmingham · New Orleans · Memphis · Charlotte · Jacksonville
Houston · Tulsa

United States Steel Export Company, New York

UNITED STATES STEEL



FOR TACK WELDING — in any position— $3/16"$ AP gives perfect results; quick, deep penetration, eliminating humps.

FOR INDUSTRIAL FABRICATION — in volume production, $3/16"$ AP provides fast downhand deposition and enables the operator to switch to vertical and overhead work without stopping to change electrodes.

FOR PIPE WELDING — here again, $3/16"$ AP is a big money-saver for butt welding and joining all types of fittings with its smooth-flowing, deep penetrating arc.



CALL YOUR P&H REPRESENTATIVE

P&H makes a production-proved electrode for every welding requirement: for all mild, alloy and stainless steel applications, cast iron and for building up and hard surfacing.

ON CONSTRUCTION WORK— $3/16"$ AP ends the need for frequent time-wasting changes to smaller electrodes when working from downhand to out-of-position welds.

P&H WELDING ELECTRODES
4427 West National Avenue
Milwaukee 14, Wisconsin
HARNISCHFEGER CORPORATION
WELDING ELECTRODES • MOTORS • HOISTS • ELECTRIC CRANES • ARC WELDERS • EXCAVATORS

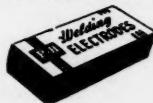
AMERICA'S MOST COMPLETE ARC WELDING SERVICE



DC Welders



AC Welders



Welding Electrodes



Welding Positioners



Welding Production Control Systems



Electric Hoists



LITTLE GRAINS OF SAND

*"Little drops of water, little grains of sand,
Make the mighty ocean, and the pleasant land."*

We fail to see how the language of Ernest T. Weir, noted steel executive, can be improved upon in the following comparison of the functions of management to those of a symphony orchestra conductor:

"An orchestra may have over 100 musicians. Each individual may be a skilled artist with his particular instrument, but in the orchestra, the musician does not play as an individual but as a member of a particular section of the orchestra, and as a member of the entire orchestra. To produce orchestral music, each musician and each section of instruments must do the right thing at the right time. They can't do that without management—in the person of the conductor. The conductor is doing a management job and the orchestra a production job from the first note to the last."

Deriding Congress can be a good, clean American sport, so long as it is kept on the same basis as riding the umpire at a ball game. The fans boo the gentleman in blue when he calls a close one against the home team. There are even a few umpires who have no business on a baseball field. But without umpires there could be no baseball, and all fans know it.

Thus it is with Congress. When Congress raises taxes, we all howl. There may be a few incompetent legislators whose absence would make Washington a better place. But without a free and uncontrolled Congress to play its part in a system of checks and balances, our system of government would not be American, and clear-thinking people know it.

The American Institute of Co-operation, guiding spirit of the 5 billion dollar tax-free co-operative movement, a form of business which is in direct competition with private enterprise, issued the following as an official statement:

"With capitalism, which is firmly entrenched in this country, co-operation is in direct conflict. It is because co-operators recognize this conflict that they look with distrust upon any spirit of compromise or association with those interests dependent upon the perpetuation of capitalism. . . . Co-operation is revolutionary in its purpose though evolutionary in its manner of growth. It exists side by side with capitalism, but quietly displaces the old order. . . . Each co-operative enterprise displaces that much capitalism. Out of the decay of the old order that has reached the flower of its development is growing this new order."

And that, dear friends, is socialism, not so pure and not so simple.

"The scene of the struggle to set new restrictive limits to governmental power is the budget. No government agency can exist and operate without funds. In proportion as the citizens are successful in winning the battle of the budget, they will be successful in curtailing the scope of governmental powers. This is the great battle of the present part of our century. It can be won only by vigorous, united action."

Harley L. Luttrell

We once believed in this country that the individual's economic condition was his own affair, and that the only function of government was to see that the rules of fair play were not violated.

The parlor pinks and loud-mouths who sponsored the abortive attempts at buyers' strikes during the all-too-brief period of OPA-less freedom overlooked one vital factor when they claimed that their success after the last war would be duplicated after this one. In 1917 and 1918, there had been no shortening of the supply of consumer goods, and when prices started to rise in 1919 and 1920, people got mad. Now, however, we have done without for several years. People have money. They would rather pay ten cents a pound more for butter *and have butter* than to look at shelves filled with nothing but low price tags.

The phrase UNFAIR LABOR PRACTICE has come to mean an unfair practice towards a labor union by an employer. An UNFAIR BUSINESS PRACTICE has always meant an unfair practice by business against a competing business or consumers. It is time for some smart slogan slinger to invent a phrase that will describe the unfair practice of some labor leaders that is directed against labor union members, business organizations and the buying public.

George A. Renard, secretary and treasurer of the National Association of Purchasing Agents, describes the new OPA law by saying it looks very much to him like a plan designed to wrap fifty pounds of nails in a piece of wet newspaper.

It has been revealed that Senator Wagner himself admits that there may be a few flaws in the Wagner
(Continued on page 14)

BE SURE IT'S A HORTON

All-Welded

ELEVATED TANK

For both municipal and industrial service . . . it's hard to beat the dependability, the pleasing appearance and the service provided by Horton all-welded ellipsoidal-bottom elevated tanks!

The all-welded construction means longer trouble-free service. The ellipsoidal-bottom and cylindrical columns make these tanks easier to maintain and give them a pleasing, streamlined appearance! The cylindrical columns are grit blasted, sand blasted or pickled by a phosphoric process (depending on the location of the tank) which assures a much better paint job. Ellipsoidal-bottom tanks have a relatively large diameter and shallow depth which reduces the variation in pressure between the upper and lower water levels.

WELDED ELLIPSOIDAL-BOTTOM TANKS

Capacity U. S. Gallons	TANK DIMENSIONS			
	Diam.	Shell Height	Depth in Roof and Bottom	Range
50,000	22'0"	11'0"	4'0"	19'0"
60,000	24'0"	11'0"	4'0"	19'0"
75,000	26'0"	11'0"	5'0"	21'0"
100,000	28'0"	14'0"	5'0"	24'0"
125,000	30'0"	16'0"	5'0"	26'0"
150,000	32'0"	15'0"	6'0"	27'0"
200,000	36'0"	16'0"	6'0"	28'0"
250,000	40'0"	15'0"	7'0"	29'0"
300,000	42'0"	17'0"	7'0"	31'0"
400,000	46'0"	19'0"	7'0"	34'0"
500,000	50'0"	19'0"	9'0"	37'0"

The Horton all-welded elevated tank shown above holds 250,000 gals. and is 93 ft. to bottom. It provides gravity pressure in the water system at McAllen, Tex.

When you require gravity water pressure write our nearest office for quotations on Horton elevated tanks.

CHICAGO BRIDGE & IRON COMPANY

Atlanta 32145 Healey Building
Birmingham 11530 North Fiftieth Street
Houston 15614 Clinton Drive
Tulsa 31611 Hunt Building
New York 63313-165 Broadway Building
Cleveland 162216 Guildhall Building

Plants in BIRMINGHAM, CHICAGO and GREENVILLE, PENNSYLVANIA

Chicago 42106 McCormick Building
San Francisco 111240-22 Battery St. Building
Philadelphia 31619-1700 Walnut St. Building
Los Angeles 141417 Wm. Fox Building
Washington 4703 Atlantic Building
Detroit 261510 Lafayette Building

Where

KNOWLEDGE

Pays

DIVIDENDS



Haulage, like any other work, is most profitably accomplished when the **MOST SUITABLE** equipment is used. That's basic—and worth thinking about. How about your locomotive equipment? Is it of the proper size and type for your particular operations? You can find out—with certainty, small trouble, and no expense.

DIAGNOSE YOUR HAULAGE



**Better-Built
DAVENPORTS
are AVAILABLE in
STEAM
GASOLINE
DIESEL
with
ELECTRIC
or
MECHANICAL
DRIVE**

We have prepared a new **HAULAGE SURVEY DATA SHEET** that will enable you to place before our engineers an accurate and complete description of your haulage conditions and work to be done. Our engineers, with almost a half century of practical experience behind them, will gladly study the data you submit—and send you a reliable recommendation covering the size and type of locomotive that will meet your requirements most effectively.



**write us
TODAY**

Export Office: **BROWN & SITES CO., INC.**
50 Church St., New York Cable Address "BROSITES"

DAVENPORT LOCOMOTIVE WORKS
A DIVISION OF DAVENPORT BESLER CORPORATION, DAVENPORT, IOWA

(Continued from page 10)

Act which need correction. This is interesting and highly significant. It is even more interesting, however, to learn that Senators Pepper of Florida and Murray of Montana, who have never been distinguished for their conservatism and reluctance to change the status quo, now disagree wholeheartedly with the author of the Wagner Act and say that not one comma should be altered. What is the definition of a conservative?

To meet the competition of other passenger carriers the railroads of the future will have to install many revolutionary ideas. One of them could well be the adoption of railroad credit cards for passenger travel. These cards could be issued to industries and distributed among the firms' traveling representatives. Instead of paying cash for railroad transportation the traveling man could present his credit card at the ticket window and the railroad could charge the firm for his transportation. Freight is hauled on credit... why not passengers?

The forgotten man is the stockholder. He is the owner who risks his savings to provide the tools of production, from which come more and better jobs for workers, more and better goods for customers and thus better living standards for all.

Those dreamers who seek to raise the living standards of the people in backward nations by monetary gifts or manipulations are merely stripping the fruits of success from the successful. They are also degrading the business morals of those whom they seek to help.

During the 1930's the Government and labor unions co-operated in an effort to raise wages beyond those justified by productivity. The net result was business stagnation and heavy unemployment. Past experience has clearly demonstrated the futility and sheer folly of endeavoring to enhance the purchasing power of various groups by artificial means. Yet what do we see now? Government and labor union leaders are repeating exactly the same mistake in exactly the same way.

According to information compiled by the Association of American Railroads, the taxpayers had to make up a loss of \$1,600,000,000 incurred in operation of the railroads, which were taken over and managed by the Government during the first World War.

During the war just ended, the railroads managed their own business. And they paid in taxes on their operational revenue a total of \$4,850,000,000. Moreover, they did an incomparably better job than the Government did when it was in charge.

Slightly more than 3500 pounds of steel was purchased for a typical 1942 passenger automobile, according to figures supplied to the American Iron and

(Continued on page 18)

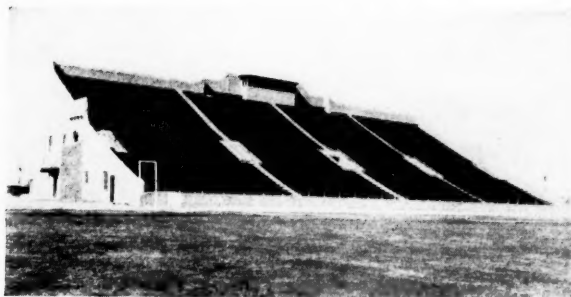
VIRGINIA BRIDGE

MODERN STEEL-DECK STADIUM-BUILDING

Economical—Safe—Durable

A glance at the "Stadium-Buildings" illustrated here will reveal the possibilities of these dual-service structures to provide both seating facilities and building accommodations at minimum cost. Supported on sturdy steel frames, Virginia Bridge patented water-tight Steel-Deck construction performs double duty at maximum efficiency as Stadium Floor and Building Roof.

Enclosure walls at rear and ends can be brick, cement, stucco or other construction, with architectural treatment to suit local requirements. Virginia Bridge Steel-Deck stadiums are expertly engineered for greatest spectator comfort and convenience—also to meet specific local conditions, both physical and economic. Thus, they insure maximum utility and investment return over a long period as an occasional coat of paint keeps the steel decks like new indefinitely.



*University of New Mexico Stadium
Albuquerque, New Mexico*

Front View—Showing Stadium Seating Arrangement.



*University of New Mexico Stadium
Albuquerque, New Mexico*

Rear View—Showing a two-story building with classrooms, offices and other quarters adequately housed and lighted.



Austin High School Stadium, El Paso, Texas

3,130 stadium seats and building accommodating two classrooms, mechanical drawing room, manual training room and boys' athletic department. Total floor space equals that of seven average classrooms.

Literature describing the many unique advantages of Virginia Bridge modern Steel-Deck stadium construction will be sent you upon request.



Virginia Bridge Company

Stadium Specialists for Over Twenty Years

Roanoke

Birmingham

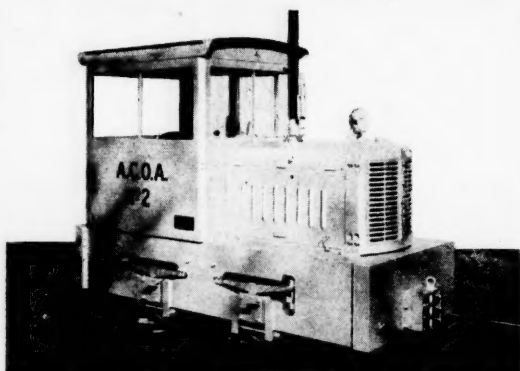
Memphis

New York

Atlanta

Dallas

UNITED STATES STEEL



YOU CAN MAKE \$ MONEY BY SPENDING MONEY \$

If high operating and maintenance costs are pushing up your overhead figures on motive power operation, better check against the amazing cost figures that are coming in from satisfied users of Whitcomb Locomotives all over the world.

In the many unsolicited letters received, aside from instances of brilliant performance and amazing durability over years of service, users report very definite savings in fuel and oil consumption and in maintenance and repair costs.

Often these net annual savings represent as much as 30% of the original cost of the Whitcomb Locomotive. At that rate Whitcomb Locomotives pay for themselves within a few years. And they will keep right on piling up savings long after the purchase price is forgotten.

Locomotives From 3 tons to 95 tons.

Diesel or Gasoline Powered.

Electric, Mechanical or Hydraulic Drives.

The Whitcomb Locomotive Co.

(Subsidiary of The Baldwin Locomotive Works)

Rochelle, Illinois

(Continued from page 14)

Steel Institute by a leading automobile manufacturer.

Of that total, approximately 2600 pounds was sheet and strip steel. Next in amount was 613 pounds of hot and cold rolled bars. Steel wire products accounted for 187 pounds, including four pounds of wire products used in making five tires. Other products purchased for a passenger car were 45 pounds of plates, 30 pounds of shapes and 10 pounds of pipe and tubes.

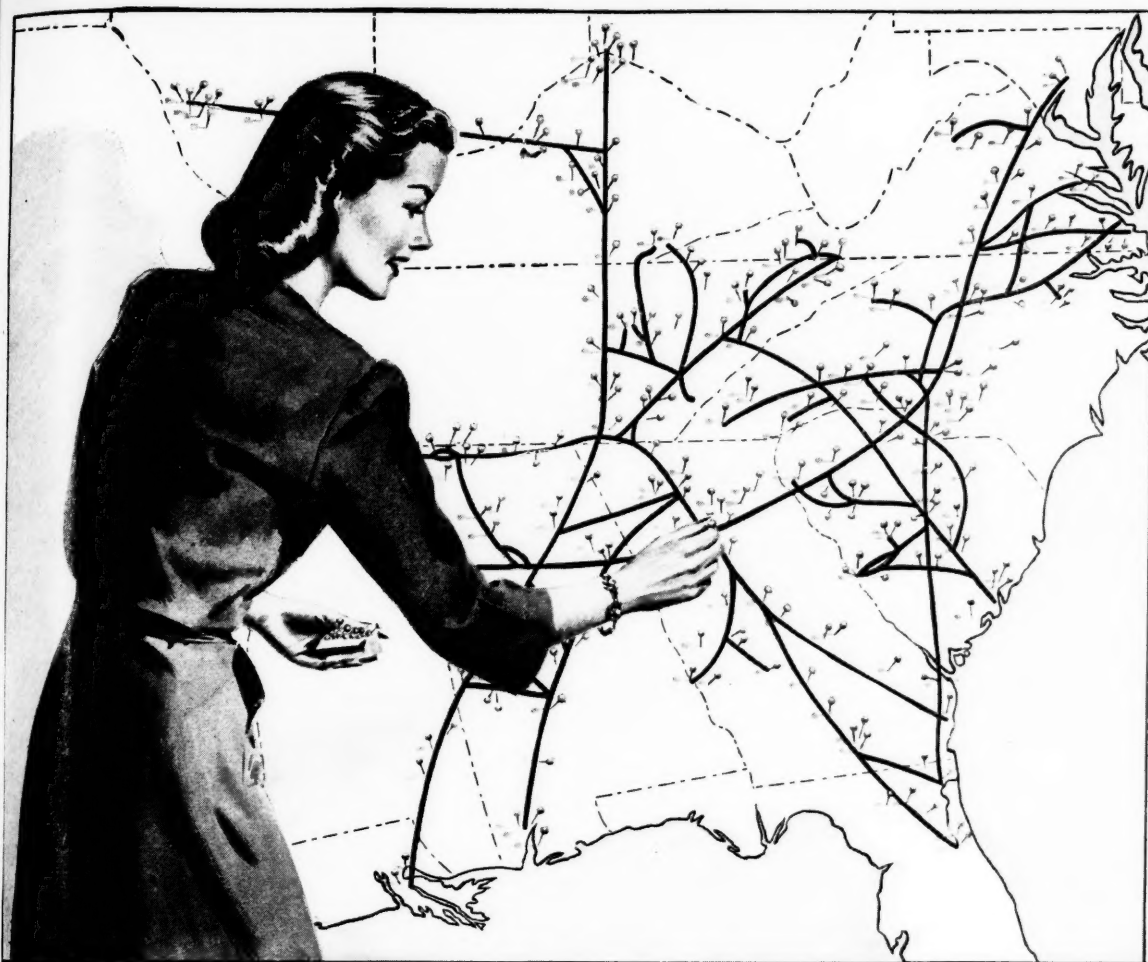
No union member is eligible for unemployment compensation benefits if he refuses work in a non-union plant, according to a recent Ohio Supreme Court decision, even if union rules preclude members working in non-union shops. The Court stated that the Unemployment Compensation Law "did not intend to delegate to labor unions through the medium of their rules and regulations, the power and authority to determine that a member should not accept a referral to work and thereby qualify such member for unemployment compensation to which he would otherwise not be entitled."

It seems to be quite possible that the rural areas of our country will undergo appreciable changes before the farms are back to what might be considered normal operation. This is because normal deterioration has not been repaired from year to year during the war, thanks to shortages of manpower, material, and perhaps inclination. Now, confronted with wholesale repairs and replacements, many farmers may choose to modernize or revamp completely, rather than spend the same amount of money to recondition existing facilities. The four horses too old for field work, for example, may be replaced by a tractor, rather than four new horses. With an extensive outlay in prospect to repair the old barn, maybe this is the right time to throw in a few more dollars and build a new one. Perhaps, as an outgrowth of all this, the scientific farming which has been carried on successfully in test areas will gain momentum in actual practice.

The State of Florida is finding out that it pays to advertise. Seventy thousand people were sufficiently interested by Florida advertising during the first six months of 1946 to make further inquiries. Of course the payoff will be in terms of migration, both social and industrial, but the initial results certainly seem encouraging.

Nothing produces like competition. When a runner wishes to establish a new record for the mile, does he simply run around the track by himself? No, he is paced by a succession of runners, so that he has the illusion, at least, of competition. Competition is the secret of American production. If a gadgeteer wishes to get ahead of his fellow gadgeteers, he strives to produce more, better, cheaper. When competition is removed from life, as has been done by the labor union theory of holding the strong back, rather than encouraging the weak, we stagnate.

(Continued on page 22)



Our Pin-Up Girl

Our "Pin-Up Girl" keeps tab on new industries for us. As new industries move into Southern Railway territory she pin-points the locations on a map. Last year she used 178 pins—and she is using even more this year.

She listens with mounting enthusiasm when our industrial development experts quote facts and figures on the unlimited opportunities in the South for economical and profitable production and distribution.

She's heard all about the South's raw materials, ample reservoir of skilled and unskilled workers, abundant power and fuel. She knows

that mild climate brings savings in plant construction, maintenance and fuel costs.

Moreover, she has learned that the Southern Railway System offers efficient, dependable, economical mass transportation for all kinds of freight . . . bringing supplies to the factory doors, and taking finished products to great consuming centers and to busy ports.

Because our "Pin-Up Girl" knows that "*industrially, the trend is Southward.*" she's reserving a spot on the map for your factory.

Look Ahead . . . Look South!

Ernest E. Harris
President



SOUTHERN RAILWAY SYSTEM

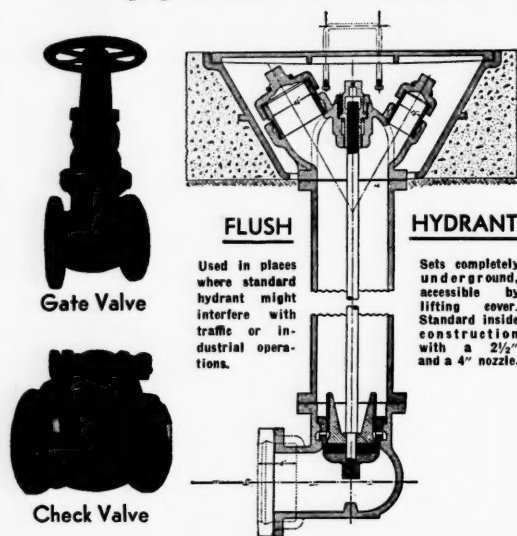
The Southern Serves the South



*The Sign Of
Quality!*

VALVES HYDRANTS

and pipe line accessories



M & H GATE VALVES are cast iron body, bronze mounted, with double-disc parallel seat or solid wedge type, non-rising stem or outside screw yoke. They come either with flanged or screwed connections. Valves for fire protection lines are marked "UA-FM" to denote approval of both the Underwriters and the Factory mutuals.

M & H FIRE HYDRANTS are revolving head, dry top, bronze mounted. They also are approved by "UA-FM". Entire main valve assembly is removable through barrel without digging. Special Traffic Model is fitted with breakable bolts and stem coupling, designed to break at ground under impact. Repairs are made simply by renewing bolts and coupling, without shutting off the water.

M & H PRODUCTS INCLUDE	
FIRE HYDRANTS	SHEAR GATES
GATE VALVES	MUD VALVES
TAPPING VALVES	VALVE BOXES
WALL CASTINGS	FLAP VALVES
SPECIAL CASTINGS	SLUDGE SHOES
TAPPING SLEEVES	FLANGE AND
CHECK VALVES	FLARE FITTINGS
FLOOR STANDS	FLANGED FITTINGS
EXTENSION STEMS	B & S FITTINGS
	CUTTING-IN TEES

**M & H VALVE
AND FITTINGS COMPANY**
ANNISTON, ALABAMA

(Continued from page 18)

"I dislike very much to have the railroads and other business interests in America, who come down here to protect themselves, for people to get up and say: 'The greatest lobby in the world. They are putting pressure on Congress.' I think it is a splendid thing that we have a railroad lobby, or any other kind of a lobby, because they can let their wants be known. I have no objection to it at all, except it seems to me a one-way street. If the government does it, it is perfectly all right, but if private enterprise does it, then it is something that is entirely wrong."

Senator Homer E. Capehart.

"One of the symptoms of the present parlous state of the nation's economy is the fact that we have a variety of projects for stimulating borrowing by giving government guarantees to the lenders. The RFC has its plan, and the Veterans' loan guarantee is another. The Department of Commerce is reported working on a plan which would be competitive with, or supersede the RFC, and the Federal Reserve authorities believe that all bank loan guarantee activities should be handled through the Federal Reserve Banks.

"Of course, the loan guarantee idea is a trap for the unwary, a socialization of credit losses, and a dangerous crutch for any bank to accustom itself to. But most of all, it is the injection of an artificial element into credit negotiation which is designed to offset the questions of soundness and good business which might otherwise have to be better answered for both lender and borrower. As such an artificial element is bound to make abnormal conditions even more abnormal, every effort should be made to avoid use of such guarantees and to wipe them off the statute books."

The American Banker.

The formation of public utility districts (PUDs) which is being urged on many communities, for the purpose of acquiring existing electric companies or installing duplicate power lines to use power from tax-exempt, government-owned power projects, represents by no means an unmixed blessing. As the *Industrial News Review* points out, when it is considered that PUDs are not taxed as are private electric companies, when it is considered that they destroy taxes paid by highly taxed private electric companies, and when it is considered that, on top of that, they tax local communities to enable them to make a showing of low power rates, anyone can see the unfairness of their competition with private enterprise and the manner in which they bleed the taxpayer.

Perhaps the most valuable result of all education is the ability to make yourself do the thing you have to do when it ought to be done, whether you like it or not; it is the first lesson that ought to be learned, and however early a man's training begins, it is probably the last lesson that he learns thoroughly.

Thomas Henry Hurley

Fresh Foods from far places...

Um-m-m . . . so crisp, tender and tasty . . .

fresh as the morning dew . . . and it traveled hundreds
of miles . . . maybe all the way across the country.

But in moving foods, distance, time and temperature
are not problems in modern railroading. They

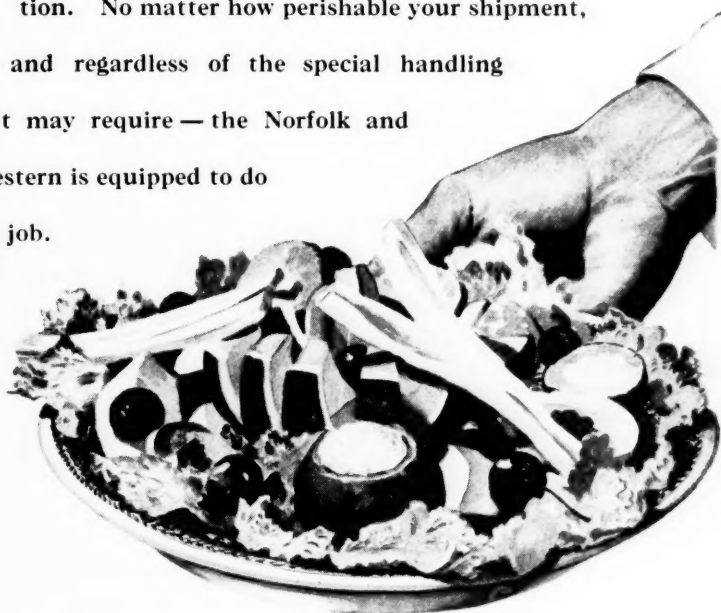
have been licked by icing stations and refrigera-
tion. No matter how perishable your shipment,

and regardless of the special handling

it may require — the Norfolk and

Western is equipped to do

the job.



Ask your nearest N. & W.
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WELL WATER SYSTEMS VERTICAL TURBINE PUMPS

Federal Employee Reduction Slow

According to personnel reports submitted to the Joint Committee on Reduction of Nonessential Federal Expenditures by all executive departments and agencies for the month of June, 1946, reductions in the war agencies are still being offset by increases in the other agencies. Although the War and Navy Departments released 122,543 employees and the emergency war agencies an additional 711 employees, the old-line agencies and the post-war agencies increased their personnel by 21,850. This trend has been evident since V-J Day.

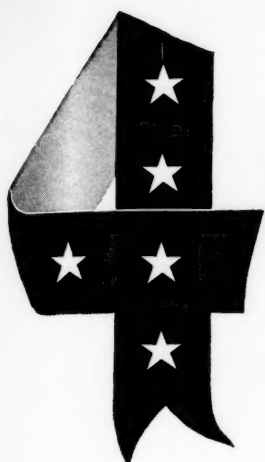
Excluding the decreases of the War and Navy Departments, employment within the continental United States during the month of June increased 22,386 from a May total of 1,231,780 to a June total of 1,254,166. Personnel both inside and outside the United States showed an over-all increase of 22,561 for the month of June, excluding War and Navy Department decreases.

There were 27 agencies which increased personnel during the month of June as opposed to 26 agencies which showed decreases. Largest increases occurred in the Agricultural Department, which increased 7,087; Veterans' Administration, which increased 6,270; War Assets Administration, which increased 4,144; Post Office Department, which increased 3,796; and Interior Department, which increased 2,067. In comparison to the large increases, exclusive of the War and Navy Departments, there was only one notable decrease, that being the Treasury Department with a reduction of 1,498.

The off-setting of reductions by taking on additional employees results in a net reduction of only 901,224 employees since August, 1945, when it was at an all high peak of 3,649,769. These statistics speak for themselves. In August, 1945, the Federal employees were in high gear in their war production activities, whereas, though we have slowed down to an almost natural peacetime pace, the vast majority of office workers still remain on the payroll. The conclusion that jobs have been manufactured in order that they may be retained is inescapable.

Sen. Harry F. Byrd.

With the completion of an additional group of laboratories, the Southern Research Institute, Birmingham, Ala., has announced plans for extending its research services into the fields of applied biochemistry, pharmacology, toxicology, and industrial hygiene. The new facilities of the Biochemistry Division of the Institute are designed to assist producers and manufacturers of foods, drugs, and cosmetics in meeting the requirements of the Federal Security Agency, and aiding industry generally in the study of industrial and mining hazards arising from physiologically active fumes and aerosols. The Biochemistry Division is under the direction of Dr. Howard E. Skipper who has a distinguished service record in the Medical Division of the Chemical Warfare Service.



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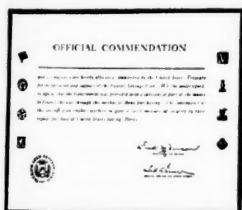
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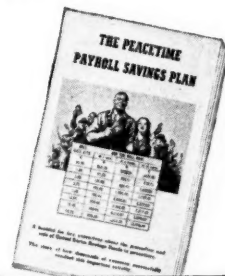
OFFICIAL COMMENDATION—



A red-white-and-blue certificate of commendation by the U. S. Treasury for every company operating the payroll savings plan. You can display it proudly, and it will remind people of the importance of the program.

THE PEACETIME PAYROLL SAVINGS PLAN—

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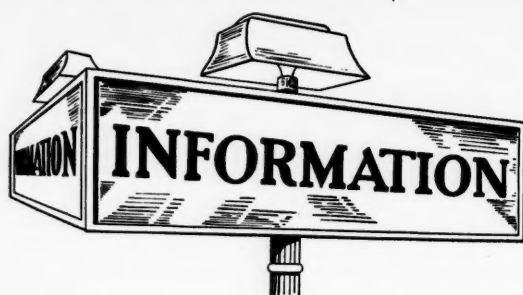
If you're not already using these helps to a healthy future, get in touch with your State Director of the Treasury Department Savings Bonds Division. And by all means keep up your payroll savings plan. It's a powerful weapon for the maintenance of a strong, secure economy—today and tomorrow!

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THROUGH THE HEART OF THE SOUTH

The Rail Explosive Shipping Record

More than 247,000 tons of commercial explosives were shipped safely over the railroads of the United States and Canada during 1945, without injury to a single person or damage to any property from accidental explosion, reports H. A. Campbell, chief inspector of the Bureau of Explosives of the Association of American Railroads.

"The period marked the twentieth consecutive year in which neither dynamite nor black powder has been involved in any kind of accidental explosion during transit over the rails of the two countries," his report continues.

"Increased use of explosives in the productive operations of industry for the war program made last year's achievement an outstanding addition to the already impressive record of safe transportation of explosives."

During the year 458,601,000 pounds of dynamite and 28,817,000 pounds of black powder were used in the United States and Canada. These explosives were important in agriculture, construction, mining and quarrying. Most of the tonnage of explosives was shipped by rail.

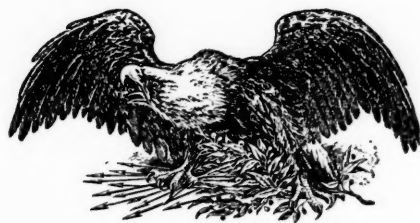
Chief Inspector Campbell says, "This notable safety record, representing the accident-free shipment of approximately seven billion pounds of commercial explosives during the twenty-year period, was established as the result of close cooperation between the producers and the railroads."

"Normally about 5,000 cars laden with blasting agents for industry are on the move or standing on tracks in the United States and Canada at all times, which means about one explosives car for every 60 miles of trackage."

"Organized effort to safeguard the thousands of railroad passengers and employees who daily come close to these cars began in 1907. That year explosives figured in 79 railroad accidents. Fifty-two persons were killed and eighty others were injured. Property loss amounted to about \$500,000,000."

"Manufacturers of explosives and the American Railway Association launched an intensive campaign of cooperation to eliminate this loss of life and property. In 1907, the Bureau for the Safe Transportation of Explosives was established by the Railway Association with 75 railroads participating. The Bureau is maintained by funds contributed by railroads, manufacturers of explosives and other dangerous articles, container manufacturers and express companies."

"When a government has lived beyond its means for 15 years that condition might well be diagnosed as chronic. No business and no individual could operate at a loss for anything like the time our government has been spending with reckless extravagance. Other governments which have tried it have bankrupted their citizens as well as themselves."—*Ira Mosher.*



"What Enriches the South Enriches the Nation"

BUTCHERS OF THE SACRED COW

Union leaders and labor demagogues ballyhoo the principle of collective bargaining as sacred. Just why it is a principle and how it became sacred is a mystery to every real student of ethics and of religion. We all know that it is merely an economic counter-irritant applied externally, in rather thick doses at present, to the social body whose breath of life is freedom of the individual.

The avowed purpose of collective bargaining is to authorize the practice of negotiation between representatives of labor and their employer. Of course such negotiations are always one-sided. They are always concerned with labor's demands, but that is another story.

The basis for any justification of collective bargaining is that by its exercise the most nearly mutually satisfactory course of action may be determined intelligently and amicably by persons or groups whose desires differ, though their interests should not. The words "strike" and "lock-out" should have no place in the same lexicon that contains the words "collective bargaining." In a civilized society, force should never be permitted to rape reason.

Be that as it may, it is both interesting and at the same time perplexing to notice that existence of this principle, or counter-irritant, is threatened not by the employers of labor, but by the self-perpetuating (we almost said "elected") leaders of labor themselves.

These leaders of union labor are not merely undermining the conceivably socially beneficial ideas of collective bargaining by threats and acts of force that harm their own union members as well as all others. They are also conniving with their own stooges placed in government positions to oust the employer from his seat at the conference table by confiscating the property that makes him an employer. These two partners

in crime then sit down on the same side of the table and "yes" each other. If and when the government decides to return the mangled remains of his property to its rightful owner, it may be worthless.

Can this substitution of a biased government for an owner and employer who presumably knows how to run his business be called "collective bargaining"? Certainly not. It is a hold-up with the police assisting the robber and then arresting the victim and dragging him before a court. The judge of the court, elected by the outlaws and a friend of the police, assesses damages against the victim for the benefit of his assailant and tells the now completely befuddled dupe to get along well with robbers in the future or he will be punished again.

If you don't think this can happen here, let us remind you that it has already happened, not once, but twice. In 1945, in the midst of war, John L. Lewis' miners' union caused government seizure of the coal mines. The government granted the union demands and thrust them down the owners' throats before returning their mines to them. In 1946 the government seized the mines again, granted union demands, and is now in the process of asking the former owners to digest them as the price they must pay to regain what is rightfully their own.

Are present labor union leaders true friends of labor and protectors of their sacred principle of collective bargaining? Are some contemporary government officials public servants, or labor sycophants? When you answer these questions for yourself, don't be too quick to condemn union leaders for their narrow selfishness, nor government officials for their venality. Think first of the existing laws and their judicial interpretations which offer temptations that could only be withstood by men of strong character and fine principles.

Uncle Spends It Too

The New Deal theory concerning "taxation to prevent inflation" has a certain lilt to its phraseology, known technically as internal alliteration, but like so many other New Deal theories and catch slogans, it becomes utterly meaningless when examined in the cold light of day.

The idea, as we see it, is this. There is a lot of money in circulation right now, building up a demand for goods and services which unfortunately are not available in anything like the quantities necessary to satisfy said demand. This, say the New Dealers, is an inflationary force, as the money will either go directly into the black market to pay exorbitant prices, or will pile up in various forms of savings like water behind a dam, ready to overflow at any time.

This may be partially correct. Certainly vast sums did pour into the black market during the war, although probably nowhere near as vast as the Washington scare propagandists would have us believe. As to the inflationary potential of the country's savings, there is some doubt. Our own guess is that the feeling of a comfortable backlog will be so comfortable to most people that they will hesitate to abolish it for the sake of a mad spending orgy. After all, a refrigerator in hand will not pay a doctor's bill in the offing.

For the sake of argument, however, let us assume that these accumulated savings do represent a threat to our economic stability. What does the government propose to do about it? It would like to make up our minds for us by taxing it away from us. This will be good for us, we are told, since the money we spend in taxes is just that much that will not become a part of the inflationary tornado.

Despite the lamentable fact that our interest in, as well as our control over, our money ends as soon as the Collector of Internal Revenue has taken it from us, let us follow its course a little farther. Does Uncle Sam hang on to it, using it to retire the debt? No, he goes right out and spends it.

He parcels it out in salaries to the millions of federal employees who enter into the auction for goods and services, or he spends it directly on those same goods and services that are so scarce. Of course Uncle Sam has a priority on goods and services; he can buy anything he wants, so long as there is anything left. This, by a simple process of subtraction, leaves less goods and services for the rest of us. So, if we have any money left, and do decide to buy, we are still bidding against each other for the fewer goods and services.

Why can we not have a realistic approach to the problem of taxation? Disregarding the ever-present political motives, there is no good reason. If the government actually needs huge amounts of money, and if we are men enough to earn the money to pay high taxes, then we are certainly men enough to be told for what we are paying. In the name of all that is decent and upright, the Government must stop feeding us such pap as "taxation to prevent inflation" and must start dealing with us as intelligent men, rather than morons.

Academic Freedom

One of the handiest tools the radicals use to attain their ends is the perversion of our time-honored and cherished academic freedom. Under the far-flung banner of academic freedom, parlor pinks have been warping courses in economics, history, political science and allied subjects to include their own pet foreign ideologies. Too long have we taken the attitude that such men lived in their ivory towers, and were really harmless. Is it harmless to expose impressionable youths to the left side, and the left side only, of controversial questions? Indeed, if exposure was all the youths suffered, it might not be so bad. In too many cases if they dare to expound conservative doctrines in theses and examinations they court failure in their courses.

Consider these examples. In Columbia Law School a man is teaching a course in Property to embryonic lawyers, young men and women from whom will spring the judges of the future. His opening words are "Property is blah!" If taken seriously, these words will negate all that we think of as the American economic system. The very least harm this man will do is send out a class of lawyers with no knowledge of how to handle property cases.

Several members of the faculty of the University of Indiana, according to one of the weekly talks of Samuel Pettingill, signed petitions to obtain a place on the Indiana ballot for the Communist party. Are they preaching revolutionary doctrines in a state university while they live on salaries paid by citizens' taxes?

At least down in Texas they know how to handle such situations. At the University of Texas the Board of Regents wanted to eliminate a small but active nest of radicals who had found a haven on the college faculty. The president, Homer P. Rainey, tried to shelter them with the vermin-infested blanket of academic freedom. The Board of Regents promptly got rid of Rainey. That this was a fairly important clique of radicals was evidenced by the way in which the CIO-PAC espoused their cause, making the great mistake of carrying the case to the people by running Rainey for governor. Rainey ran a fairly close second in the first primary, but in the run-off he was defeated by a 2-1 margin. Texas apparently does not want government of the CIO-PAC variety.

It is high time those of us interested in education—and who is not?—did a little investigating as to just how and by whom that education is being conducted. If we are sending our youth to private institutions, it is up to us to choose wisely. But if we, or our sons and daughters, choose in favor of the great state institutions which are supported by our taxes, we have every right to demand that the halls of learning that we support shall not become sounding boards for foreign ideologies, except as those ideologies may be one side of a question, with all other sides fully presented.

Academic freedom must not be allowed to disintegrate into academic licentiousness.

Stay South, Young Man!

Until recently, so recently in fact as to be an unpleasantly fresh memory, many of the cream of the South's youth remained at home just as long as was necessary—and no longer. If they sought the best in education they went outside the South, while at the same time northerners flocked to Southern colleges and universities seeking a degree with a minimum of effort and a maximum of pleasure. If they sought business opportunity, they went to the great financial and industrial centers of the east and midwest. If they were progressive and looking for a career in agriculture, they were all too apt to overlook the possibilities of their own home grounds and try their luck elsewhere.

Of those who stayed in the South, there were, of course, many who lacked the initiative to strike out for what appeared to be more fertile fields. It is unfortunately undeniable that the fields had been better fertilized in other parts of the country. But there were among them others who remained at home, an ever-increasing group who have proved to be far-sighted. They were also top-drawer young men, in many cases with a little more ability and stability than those who went elsewhere. They were the men who saw in the South a land of opportunity, and subsequent events have more than justified their optimism.

For today the South takes a back seat to no other section of the country in the important phases of economic life—real income, diversity of products, and the courage to plow profits back into the territory in order to reap still more profits in the future.

Today's young Southerner can fit himself admirably for any career he may choose, and then practise that career in a highly profitable and constructive fashion, without leaving the South. Perhaps the ivy-covered educational institutions elsewhere are older than some of those in the South, but age per se, except possibly in their own eyes, doesn't make them any better. Most people think of Pittsburgh when they think of steel, but surely they cannot overlook Birmingham. The world may remember Wall Street when it calls to mind high finance, but there is a not inconsiderable amount of investment money floating around Atlanta, Richmond and Dallas.

Southern youth no longer deems it mandatory to leave home in order to get ahead in the world. The South is now keeping and improving its own.

Bad Big and Bad Little

Is it bad for business to grow big? This question apparently poses a problem which has the government in a quandary, and yet really it is no problem of government at all.

Very recently, the Department of Justice obtained a court decision against major tobacco manufacturers implying that mere bigness, giving lower prices to customers, represents unfair competition which must be prevented.

On the other hand, a special Department of Agriculture report calls for concentrating cotton merchandising in the hands of the "larger and more effi-

cient" establishments. The study upon which this report is based claims operating expenses of concerns with annual sales of less than \$500,000 are one-fifth greater in relation to turnover than for those with a volume over \$2,000,000.

This benevolent government of ours, with its interfering hand in every man's business, says to one group "you are too big; you are hurting the little fellow." And to the other group it says "you are too little; to deal with you costs the public too much."

John Doe is too big, while Richard Roe is too little. The government does not seem to realize that there is abundant room for both.

Is it not possible that the all-wise in Washington are overlooking the lowered markets, the lowered prices, the advances that have been made in research and scientific production brought about mainly through abundant capital in the hands of big operators who are dependent, wholly and always, upon public favor for their success? Also, is there being overlooked the care that must be manifested in the small business enterprise if its product is to win public favor? Personal attention that means so much is not likely to be absent when growth and expansion of necessity depend upon it.

Aside from the relative merits of bigness or smallness in business, what justification has government for interfering in so many of the practical things in our economy that have made it possible for America to grow and the individual to attain success in his own field by his own efforts?

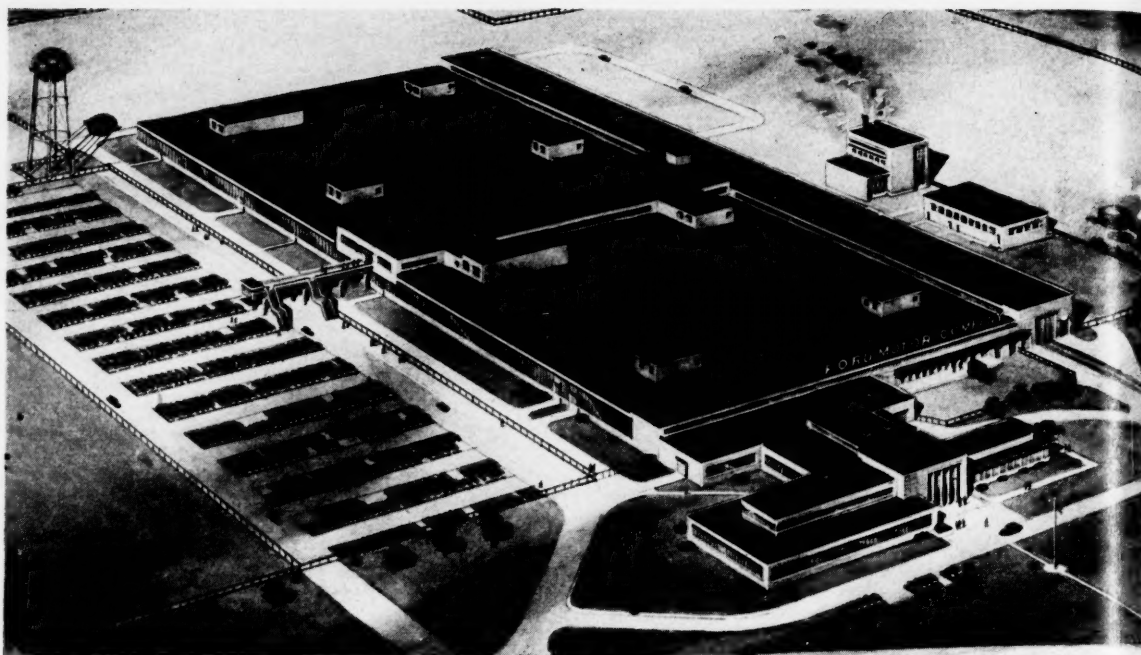
It is true business has itself to blame to a large degree for this situation. It rushed to Washington to get under the cloak of a protective government in the days of the ill-conceived NRA. Even now, when a small start has been made to overcome some of the harm government scheming has done, business is still fearful of expressing itself openly and frankly about the absolute dependence of the nation upon the producers of America to retrieve us all from the dangers of the present situation — a situation which itself emphasizes how far we have traveled along the road of government control of everything.

Julian S. Miller

With the death of Julian S. Miller, editor of the *Charlotte (N. C.) Observer*, the South has lost not only an able editor, but one of its foremost champions of regional and civic progress.

Dr. Miller believed, as his actions and writings so eloquently testify, that the South was a land of opportunity. Ever faithful to the traditions and customs of the old South, he was nevertheless acutely aware that he lived in the Twentieth Century, and sought constantly to blend the old South with the finest of modern principles and actions. He fought nobly to bring equal educational opportunity to all of North Carolina's youth; the demagoguery that would exploit the ignorant and enslave the impoverished was the constant target for his wrath.

The South has lost a great man and a great Southerner.



Above—Perspective of Ford assembly plant and parts depot under construction at Hapeville, Ga., about seven miles from downtown Atlanta, to supply the expanding southeastern market.

Atlanta's Peacetime Future Bright

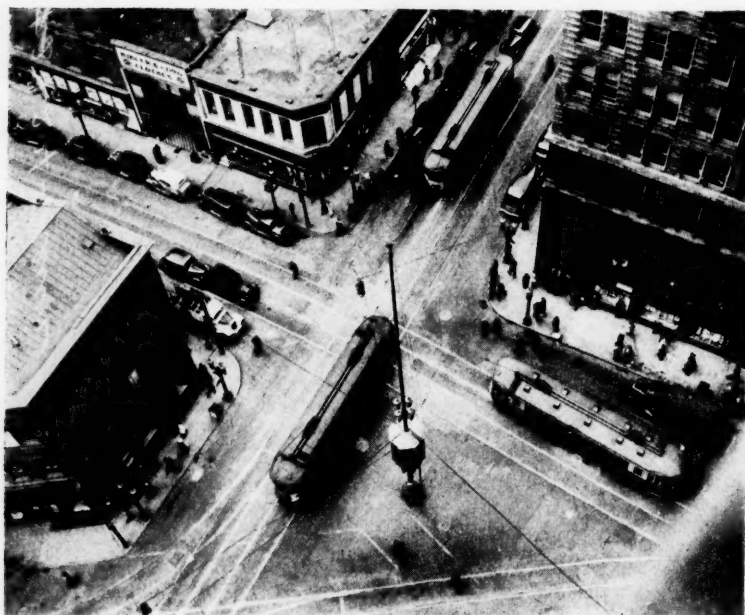
by
John Mebane

A WAR-SPURRED industrial structure has changed the pace but not the complexion of Atlanta. And in that fact lies a peacetime promise today for greater achievements tomorrow in the hub

city of the Southeast. While war did not thrust Atlanta into a major industrial role, it did serve as a sharp stimulus to an industrialization which even before war's outbreak was bringing an economic balance into the area's life.

Demobilization of the farflung Bell Bomber Plant at Marietta, which attained a peak wartime employment of approximately 28,000, failed significantly to fulfill forecasts of certain apostles of gloom. Mass unemployment not only has failed to materialize, but new industries and other expanding ones are today urgently in need of employees to meet the long pent-up consumer demand.

Today there is bustle within the city and its environs which may well serve as a barometer of Atlanta's economic climate in almost the immediate future. For example, at nearby Hapeville, a huge Ford Motor Company assembly plant is taking shape. When operations be-



Left — Atlanta's famed Five Points, one of the valuable corners of the world.

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gin, employment rolls are expected to total between 5,000 and 6,000 workers. At suburban Doraville, a gigantic General Motors structure is rising for the assembling of Pontiacs, Buicks and Oldsmobiles. Employment there will equal, and perhaps surpass, that at the Ford plant. Some weeks ago the Atlanta Chevrolet assembly plant and the Fisher Body plant completed their war contracts and turned again to production of civilian trucks and cars.

Automobile dealers and distributors within the city itself have blue-printed plans for the expenditure of millions in new buildings, many of which already have gotten under way. Sears, Roebuck and Company has promised the city a \$500,000 expansion and has designated Atlanta as headquarters for its newly established Southern territory.

Last year is an augury of what is to come. During 1945, retail sales in Atlanta reached an all-time high of \$303,000,000 compared with \$284,300,000 in 1944. And, currently last year's records are being shattered, month by month, with an increase in buying anticipated as goods flow more freely to market with the abandonment of OPA controls. Atlanta made other important gains last year: 23,700 additional residents and 280 new concerns and manufacturing plants which, ultimately, will employ around 11,500 persons and will have an aggregate payroll estimated at \$25,000,000 annually. Seventy plants involving

Below—Drawing of the General Motors plant which will assemble Buicks, Pontiacs and Oldsmobiles at Doraville, Ga.



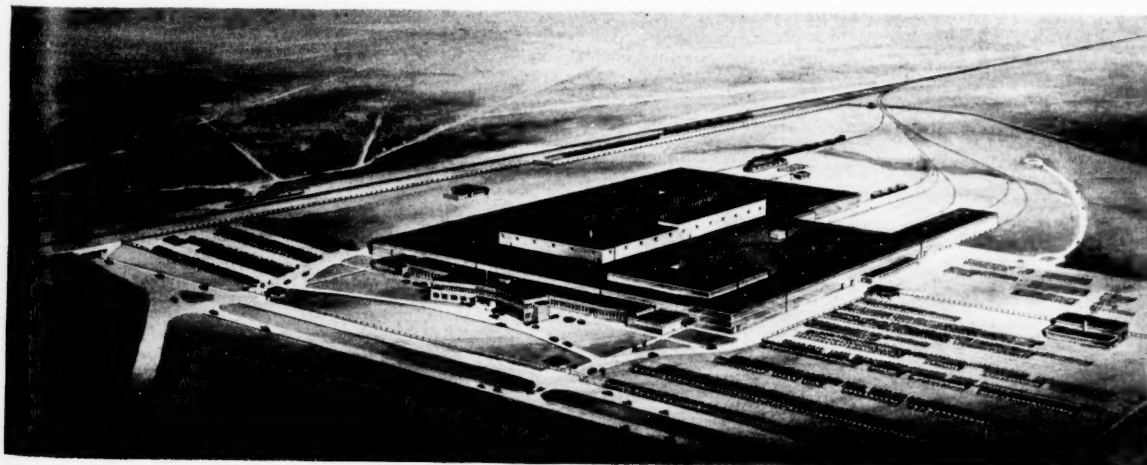
Above—The new Albany Airways, which brings shoppers daily from Albany to Atlanta, is shown taking the Night Final of the Atlanta Journal on its flight to that Georgia town.

Below—Mayor William B. Hartsfield, of Atlanta.

new construction and representing a capital investment of \$71,000,000 were obtained for the area.

Of the total new businesses announced last year, 101 are small factories, some of which will turn out products never before manufactured in this section—prefabricated houses and aluminum furniture being among them—and many of these are traceable directly to experience and skills coming out of the Bell Bomber Plant. The year's record of industrial growth, the Industrial Bureau of the Atlanta Chamber of Com-

(Continued on page 61)



The Textile Labor Situation

by
J. A. Daly

ECONOMIC "growing pains" have become epidemic among the alerted 40,000,000 people in 13 Southern states. One impressive symptom is the vigorous rivalry among manufacturers' associations and labor organizations incident to large-scale development of post-war possibilities.

Abundant statistical evidence supports the impression that the movement to create a New South on a broader economic base can attain a nationally important degree of success in a few years.

Large elements of the South's populace have their attention attracted to the unprecedented unionization campaigns. At the same time, many Northern processing industries, driving across the "frontier" into the South for trade, are wanting this market's buying power expanded in keeping with the population's vast and accumulating essential needs. Sales executives of these industries, mostly tightly unionized, appear only mildly concerned over the South's labor situation.

Furthermore, union leaders claim that Northern managements of some of the Southern textile mills, involved in recent years in Northern capital's integration operations, are accepting Southern unionization enterprise as something inevitable.

The new panorama can best be visualized by viewing the whole South as the background for a forward surge of the working people, particularly among labor in the dominant textile industry.

This movement has three concurrent phases which are opposed, each to the other, and yet involve some nearly imperceptible elements of cooperation. These phases are:

1. The American Cotton Manufacturers Association's "Operation Profit Margins," initiated in May at the Pinehurst convention. This program received labor's tacit approval and already has attained broad financial gains for the industry.

In June, the OPA came to its end. In July, the OPA was revived and the textile industry won important price concessions at Washington. Immediately, the OPA authorized

textile ceilings that were 15 to 20 per cent over former top prices, assuring the industry an estimated \$500,000,000 annual increase in returns.

2. The CIO's "Operation Dixie," featuring activity in the Textile Workers Union of America. Principal operating centers are at Atlanta, Ga., Charlotte, N. C., and Spartanburg, S. C.

3. The long-established AFL's "Operation Expansion," which, through cooperation of many existing locals in numerous unions, is far more ramifying but seemingly less aggressive than CIO's concentrated efforts in key sectors.

The AFL's strategically important drive in behalf of its United Textile Workers of America is directed from a field headquarters at Charlotte, headed by Earl Britton.

In addition to these three operations, the cotton manufacturers are completing preparations for their "Operation Possibilities Unlimited," planned as one of the nation's great public relations campaigns. Participating mills contribute 1 cent per spindle to the financing.

The common force motivating these activities apparently is an understanding identical in several major aspects with the findings presented in 1938 by Lowell Mellett, director, in the National Emergency Council's "Report on Economic Conditions in the South."

The keynote of the CIO campaign is voiced by Van A. Bittner, operations director, at Atlanta: "The South is beginning to make up its mind that it doesn't like to be called the Economic Problem No. 1 of the Nation." That is remindful of President Roosevelt's request to Mr. Mellett for a report on the South's economy.

In this connection, Mr. Bittner has emphasized a Richmond (Va.) Times-Dispatch editorial which said: "Since the War of the Sixties, the region (South) has been virtually an exploited colony — almost

wholly owned and controlled in the North."

Mr. Bitner also has disclosed CIO's aim to arouse a vigorous "opposition to continuation of the drain by 'outside' capital of the wealth created by Southern labor." He adds: "The old excuses and arguments that have been used to keep Southern wages down just won't hold water any more."

Leaders of each labor campaign are well informed of basic Southern economics and are "hard boiled" in their attitudes toward the conditions against which they complain. So far, a notable conservatism has marked their policies—contrasting vividly with former organizing efforts in the often explosive South.

The basic strategies of the opposed interests—capital and labor—were brought into bold relief lately when the OPA was revived. Immediately after the textile ceilings were raised, a wave of voluntary pay increases—8 cents an hour across the board—spread over the entire Southern textile industry. The new range is 73 cents minimum and \$1.08 top — requiring an average boost of about 11 per cent in pay-rolls.

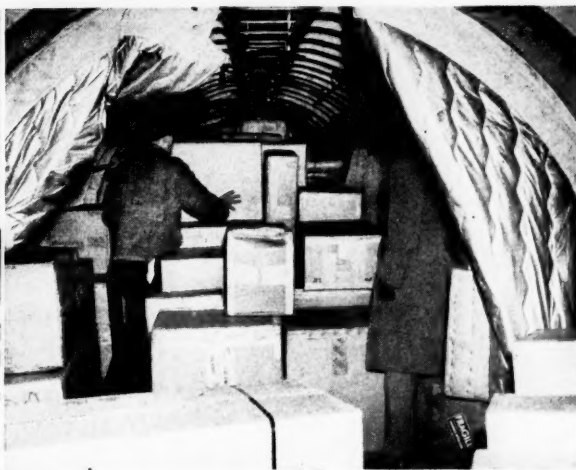
T. M. Forbes of Atlanta, executive of the Georgia Cotton Manufacturers Association, explained that this action was intended to:

1. Meet increased living costs.
2. Maintain wage competition with other sections of the United States; and
3. Retain relationships with other divisions of Southern industry.

Incidentally, it may be pointed out here that these three were among the bases of Southern economic weakness against which the Mellett report complained to President Roosevelt.

Both CIO and AFL leaders reacted rather bitterly to the wage raise, accusing industry of attempting "bribery" of the workers to resist unionization. The CIO emphasized that its drive aims at 15 per cent increases and other management concessions.

A strong, effective, well-co-ordinated AFL machine in each South-



Above left—Slick Airfreighter taxiing into place on ramp at Alamo Field, San Antonio. Above right—Slick freight plane being loaded with five tons of general merchandise for overnight flight from Newark to San Antonio. The fibre-glass curtains are used to partition cargo cabin into controlled temperature compartments.

Texas Freight Service Takes Place on Nation's Skyways

A HUSKY young newcomer is moving into the ranks of the nation's air freight haulers.

Down in San Antonio, Texas, nearly 200 young business men, pilots, engineers, accountants, mechanics and clerks are building an organization that they are con-

fident will some day be a world-girdling air cargo service — Slick Airways, Inc.

Ten new Curtiss Commandos, the planes which spanned the Himalayas to keep China's life-line open, are being converted to commercial cargo carriers in the Slick

shops at Alamo Field. A sales force of business men has shed its service uniforms and is working out contract terms, making contacts with shippers, and answering requests for information. Regional offices in New York, Chicago and Los Angeles are checking the potentialities of markets in their areas and negotiating contracts; another office will open soon in Miami, and others are being contemplated. Engineers are building variable partitioning and controlled temperature compartments into each plane.

Slick Airways is set up to carry air cargo under contract only. A contract carrier, as distinguished from a common carrier, the company contracts with a shipper to haul his freight between specified points over the nation wherever he wants it. Slick has no set schedules, routes or rates.

President Earl Slick says the idea from which the company sprung was originated by Vice President Samuel C. Dunlap, III. Mr. Dunlap declares, "We sort of thought it up together." Be that as it may, shortly after both men were out of uniform, they began to surround themselves with young men who pitched in and started organizing.

Moving in on the offices of the Slick-Urschel oil interests in San Antonio's Milam Building, they set about getting the C-46E planes

(Continued on page 60)

Left to Right—Charles N. Urschel, Jr., treasurer; Earl N. Slick, president, and Lewis J. Moorman, secretary of Slick Airways, Inc.





Above—Proposed building.

Midwest Research Institute Fosters Area Development

THE Midwest Research Institute, now well in its second year of existence, was financed originally by a few Kansas City business men who dug into their pockets to pay for equipment and facilities until the organization could become self-supporting. Realizing the importance of an impartial organiza-

tion to serve industry and to cope with postwar scientific problems, representatives from six states—Oklahoma, Arkansas, Missouri, Kansas, Nebraska and Iowa—all with similar problems, were eager to give their support.

As one of the four institutes of its kind in the United States, the Midwest Research Institute is the only one west of Chicago. The Institute differs in that it is the only one which has announced a program of two separate phases. In addition to the individual industrially-sponsored projects, the Institute will carry an entirely new program by establishing regional projects which will be carried on for the upbuilding of the area, the expense of which it will bear. It will license the use of such developments for the advancement of the greatest number of smaller communities. In accepting the projects, priority is given to those which have the most direct bearing on the economics of the area.

Establishment of a regional research laboratory such as the Midwest Research Institute offers an appreciable facility to the small

manufacturer and business man who must keep abreast of the keen competition of the larger industries. Heretofore the tremendous cost of scientific research properly staffed by skilled scientists has been out of reach of the smaller businesses and manufacturing enterprises. With the facilities of the Midwest Research Institute there is offered the advantage of unequalled research equipment. Expense of a project is nominal and is based on the length of time consumed on a given project. The Institute is established on a non-profit basis. Individual industries who sponsor certain projects receive patent protection and all work is carried out in confidence.

A careful survey of the needs of the area showed that the Institute should develop, in the immediate future, six main divisions of research. These divisions would represent the fields of organic chemistry, inorganic chemistry, agricultural chemistry, applied physics, chemical engineering, and engineering mechanics.

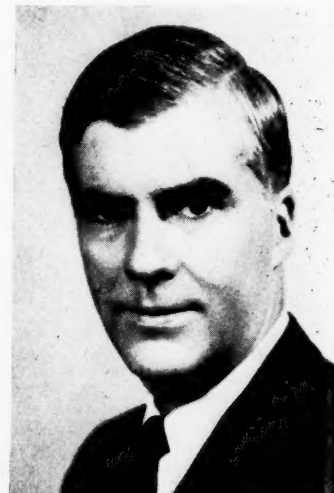
It is surprising that many inquiries and personal visits to the Institute have revealed questions by prominent manufacturers, involving what they considered to be serious problems. These have been readily answered by one of the scientists without special investigation.

The library of the Midwest Research Institute has been selected by the government as a repository for records of more than 45,000 pat-

Below — Harold Vagtborg, president.



Below—Dr. George E. Ziegler, executive scientist





Above—Scientists at Midwest Research Institute. Upper left—Dr. C. L. Shrewsbury, agricultural chemistry; upper right—Dr. F. L. Trimble, applied physics; lower left—Dr. George W. Ward, inorganic chemistry; lower right—Dr. Carl M. Marberg, organic chemistry.

ents seized from Germany, Italy and Japan. This valuable collection consisting of complete working drawings of each patent is available to the public. In addition, during the past year the Library has acquired approximately eight hundred titles, including complete sets of periodicals. The Institute Library and the new Linda Hall Library will work in close cooperation with arrangements already made for cross-indexing of the technical reference material.

The inter-dependency and the similarity of the problems of agri-

culture and industry are consolidated in a media of research for the common good and the general welfare of the area. When one enterprise is started others dependent upon it will come into existence because this is an age of enterprise built upon science. Interdependency of enterprise contributes to a high standard of living, produces new wealth and adds to the general prosperity. The Institute's role in the upbuilding of the midwest is evidenced in the type of projects that have been accepted.

The industrial use of farm products has made rapid strides in the last few years, particularly in the area served by the Institute. This new science, called "Chemurgy," has provided essential raw materials from our farms which formerly had to come from other sources.

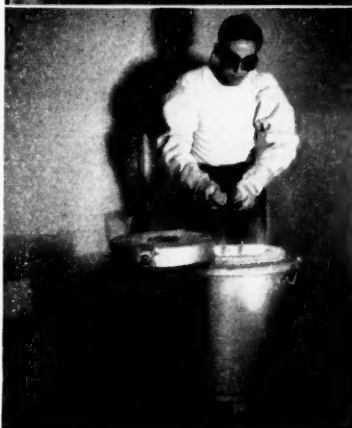
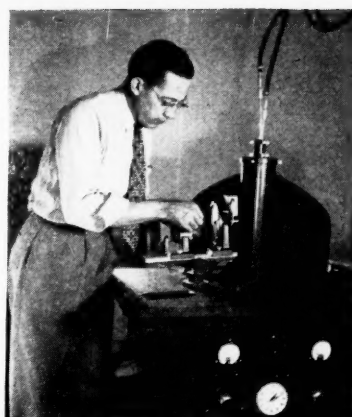
These many new uses for agricultural raw materials will provide the postwar period with many new products for civilian consumption. While the farm products of many thousands of acres in the Institute's territory are now being used for this purpose, it is evident that through research the productive capacity of many thousands of additional acres will be required to meet the new demands of industry.

Specific fields in which chemurgic research already has provided new products from the soil or in which present scientific knowledge indicates promise, are numerous. Success on its first project illustrates the type of work the scientific organization is doing.

A new process to prevent ammonium nitrate crystals from caking is of wide interest to farmers who use commercial fertilizers. The old process allowed the material to absorb moisture from the air and to form chunks almost as hard as concrete. Farmers often had to grind the fertilizer before they could spread it. But now the fertilizer will flow freely through a drill and can be applied economically.

Another project which is well under way is that of determining the

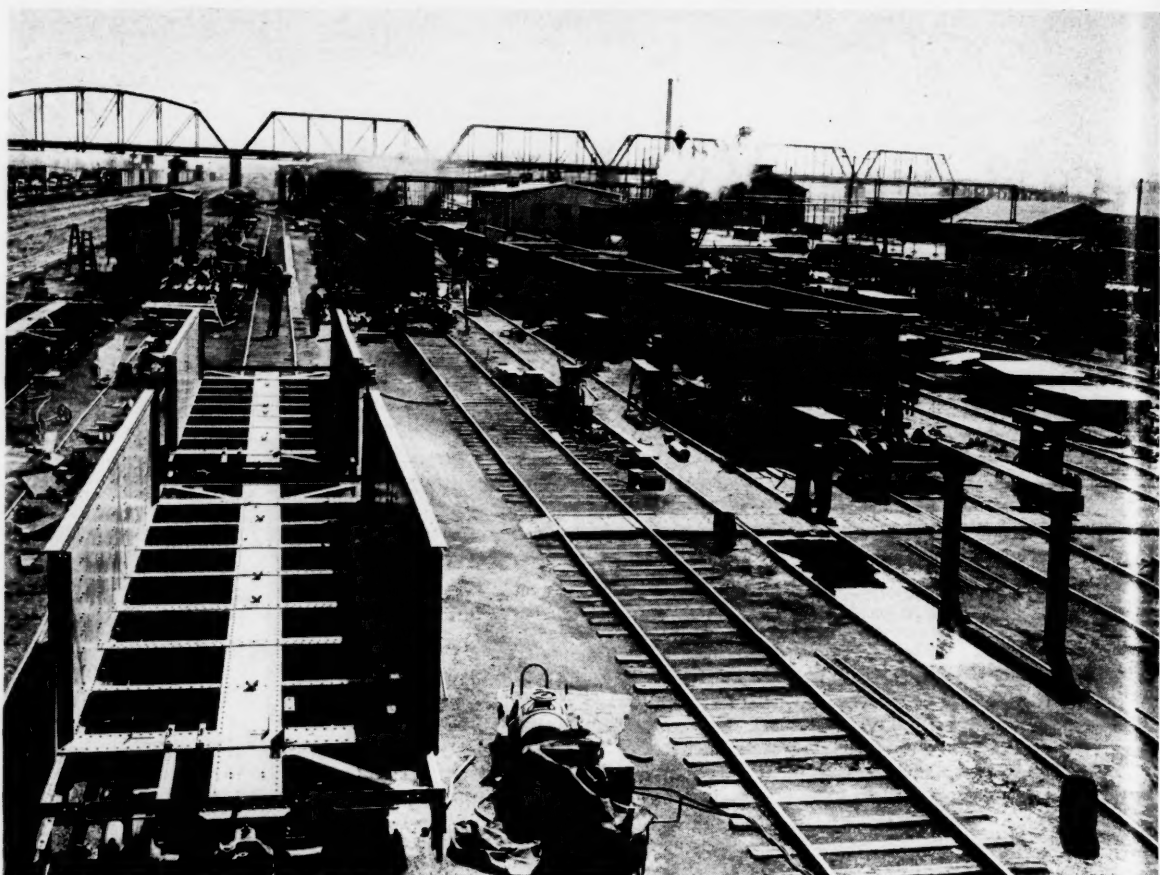
(Continued on page 58)



Below—Spectrophotograph.



Right — Mid-West laboratory equipment, including X-Ray apparatus, glass furnaces in which heat approaches 2600 degrees and electron microscope which magnifies up to 200,000 diameters.



Above—Straight-line assembly of freight cars in Yale Yard of Frisco Lines at Memphis, Tenn. Four production tracks are used and are served by two supply tracks.

Frisco Lines Spending \$2,500,000 on New and Rebuilt Freight Cars

ONE of the larger railroad equipment construction programs of the nation is underway in Memphis, Tenn. The St. Louis-San Francisco Railway Company (Frisco Lines) is spending about two and a half million dollars to build new and rebuild old freight cars in a program which will, when completed, add some 1500 cars to the system's fleet of rolling stock.

The end of the war found Frisco, along with other Class I railroads, with a sadly depleted stock of equipment. And much of the equipment it did have was so badly battered by more than four years of the heaviest transportation job in history that it could hardly be kept on the rails. But there was money with which to work and some materials could be had.

by
Al Daniel

Frank A. Thompson, trustee, called into consultation his chief operating officer, H. L. Worman, and they worked out a schedule of the equipment needed and where to get it. Mr. Worman, who has risen to the head of the system through the mechanical department, knows Frisco's shop system thoroughly. And in line with long established policy of the railroad, all the work was to be done in its own shops.

The outline of the program having been drawn, the job of handling the details went to W. B. Berry, superintendent of motive power, who is in

charge of all mechanical departments of the 5,000 mile railroad. A part of the big job was assigned to the Frisco's general shops in Springfield, Missouri, but the steel car work went to Yale Yard in Memphis where B. G. Gamble, master mechanic, and W. T. Clark, general car foreman, placed the Memphis task under the supervision of Car Foreman J. C. Lutz.

Mr. Lutz looked at the specifications, looked at his yard, and wondered. Some big jobs and some fast jobs had been handled at Yale. But this was the biggest and fastest ever to be handed him and to meet its requirements the old yard arrangement wouldn't do. He asked for and received authority to streamline the yard for straight-line assembly. Some machines were moved, produc-

Right—Top picture shows Car Foreman J. C. Lutz, left, measuring added capacity of gondola created by addition of panel side. Dump bottom has also added to the car, which was originally built in 1928 and completely rebuilt this year. An axle is being turned for a 50-ton ballast car in the middle view. At the bottom, bolster cover plates are being bent for 70-ton cement cars.

tion track laid down and cranes moved in.

And early this year production hit high gear in Yale Yard.

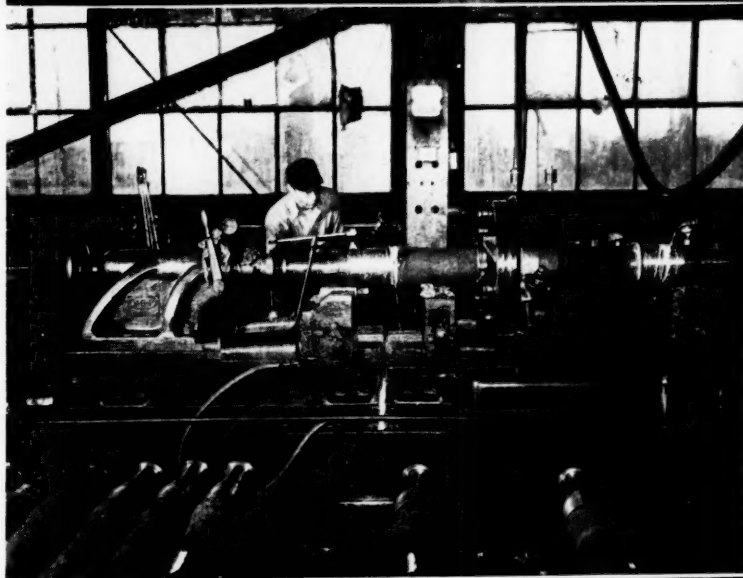
Some completely new all-steel cars were to be built but the big order was the rebuilding of old equipment. Battered veterans of the rails began moving into the yard. Fast inspections were made to determine what material could be reused and what was junk. All wood was discarded. Men with torches swung into action and blue flame hissed as thin and weathered steel fell away from solid metal.

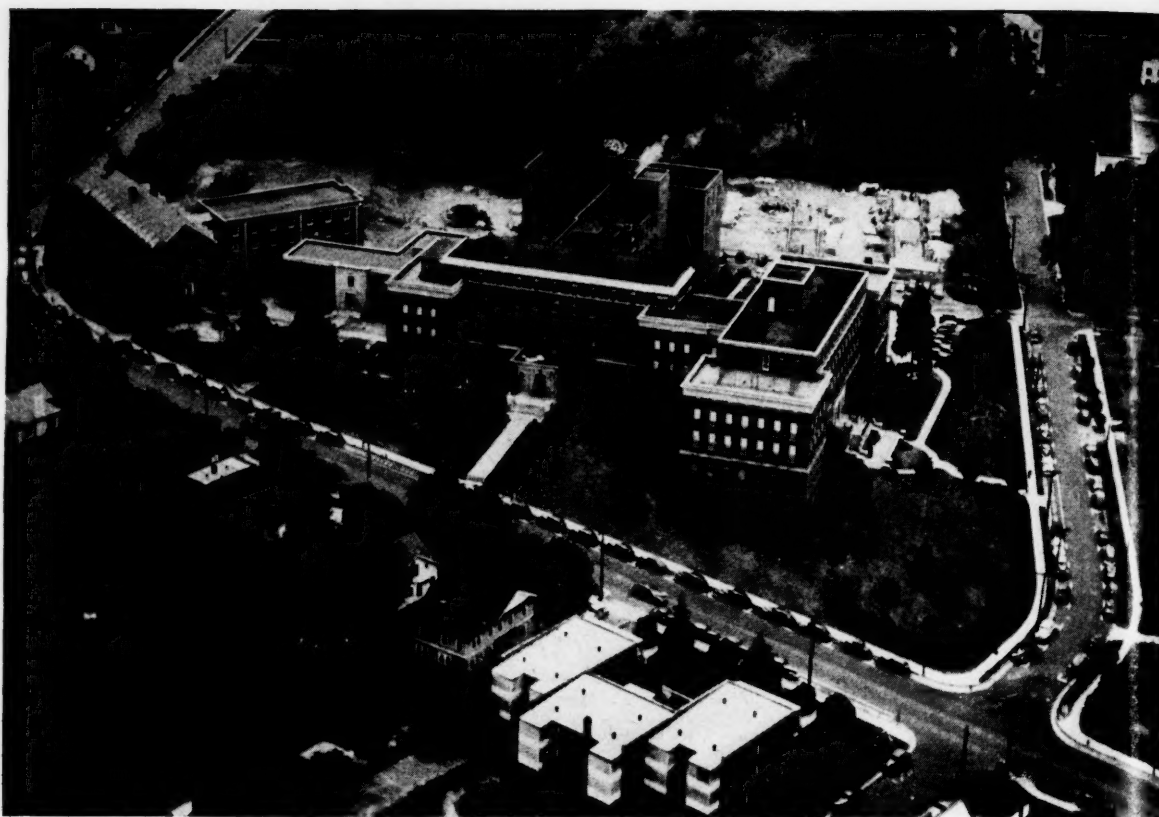
Cranes lifted junk metal into cars and scrap to make new steel moved to the mills. In the machine shop monstrous lathes turned and metal screamed as new axles were fashioned. The tap-tap-tap of inspectors' hammers on journal boxes clattered through the yard. Heavy rollers and massive jaws brought groaning metal into shape for car sides and floors. Heavy under-sills, held in chains to wobbling cranes, swayed against the skyline.

To meet the needs of shippers along its lines, Frisco adopted for the first time the dump bottom gondola. This type car, in use for several years on other railroads, cut unloading time to almost nothing for many commodities and Mr. Worman reasoned that time not spent in unloading was time that could be used in transporting freight. These rebuilt cars have a capacity of 50 tons each and most of them already have moved into traffic.

Still responsive to the needs of its patrons, Mr. Thompson and Mr. Worman decided upon another new type car for Frisco. The nation was, they believed, facing a huge increase in building and much cement would have to be moved. This material must be kept dry and Frisco had been able to handle it only in bags

(Continued on page 56)





Wake Forest's Bowman Gray School of Medicine and Baptist Hospital.

WAKE FOREST COLLEGE ACCEPTS \$10,750,000 ENDOWMENT FUND

IN THE 112 eventful years of history surrounding Wake Forest College, the 11th of last April was the most dramatic and significant day for the Baptist college situated a few miles from North Carolina's capitol. On that day the three governing boards met in a special session and unanimously approved a resolution recommending to the Baptist State Convention the conditional acceptance of the Z. Smith Reynolds Foundation offer of \$10,750,000 endowment. The State Convention itself approved the move in its recent meeting.

Wake Forest is the second great school in North Carolina to attract the interest of a great tobacco fortune. Duke University, once a Methodist school known as Trinity College, is now the chief beneficiary of a \$40,000,000 endowment set up by James Buchanan Duke in 1924.

The proposal made to Wake

by
Frances L. Walker

Forest by the trustees of the Reynolds Foundation provides for an allotted income of \$350,000 per year on the condition the college move west to Winston-Salem where its medical school is already located. The proposal includes a provision stating twenty per cent of the earnings of the foundation shall be added annually to the corpus of \$10,750,000 until the principal has reached \$50,000,000. The remaining eighty per cent is to be used for the expense of the administration of the trust and for charitable purposes in North Carolina.

The proposal was made and accepted at the meeting by the College

Board of Trustees, headed by former Governor of North Carolina, J. Melville Broughton, the General Board of the Baptist Convention and its Education Council.

The most important contingency insisted upon by the college trustees is that a suitable site be provided in or near Winston-Salem without cost to the college. Other stipulations are that the name of the institution not be changed, that the control of the college remain unchanged in its present status, that no part of the present endowment be used for construction of buildings at its new location, that the college not incur any financial obligation in connection with the proposed move, that the Baptist State Convention continue its support of the college, and prior to the move to Winston-Salem the Baptist Convention obtain a sufficient amount of cash or

(Continued on page 56)

Aluminum Shingles Made in Birmingham



Above—Home shingled with aluminum.

Aluminum roofing shingles are now being manufactured on a wide scale by the Southern States Iron Roofing Co., of Savannah, Ga., announces J. W. McIntire, executive vice president.

This new roofing, known as the Everwear "English-Slate Style" shingle, is made from .019 gauge Alcoa aluminum manufactured by the Aluminum Company of America and fabricated at the Southern States concern's newly enlarged and modernized shingle factory in Birmingham, Ala.

In appearance the new shingles resemble slate. Real slate however, is very heavy and requires extra-heavy roof construction, whereas

the Everwear aluminum shingles are light — weighing only 40 lbs. per square. This makes them especially suitable for applying over top of old roofings, because they do not add excessive weight to the roof load.

The new aluminum shingles feature an interlocking design which gives strong wind-resistance and leak-proof qualities. An outstanding advantage of aluminum roofing of special interest to Southern property owners is the ability to reflect heat away from the building. Aluminum roofing acts as an insulator.

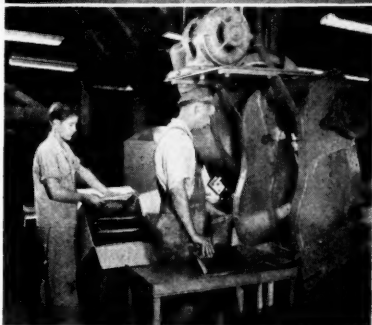
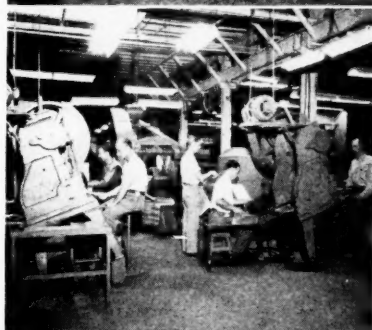
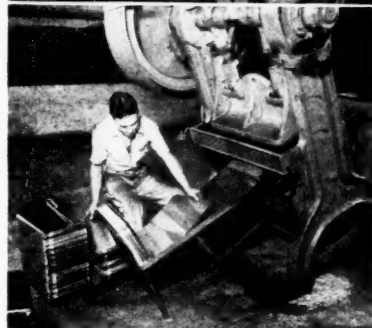
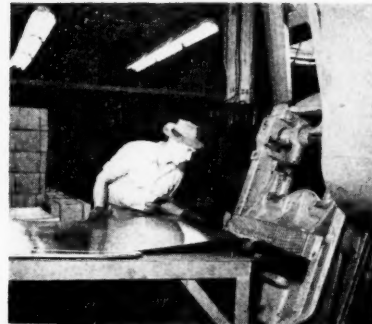
When asked about the durability of aluminum shingles, Mr. McIntire stated that aluminum is virtually a lifetime material. He pointed out that the use of aluminum for roofing is not new. Aluminum roofing of various types has been used on public buildings, churches, schools, and other structures for more than 50 years and recent wide-scale tests and field surveys made by the Aluminum

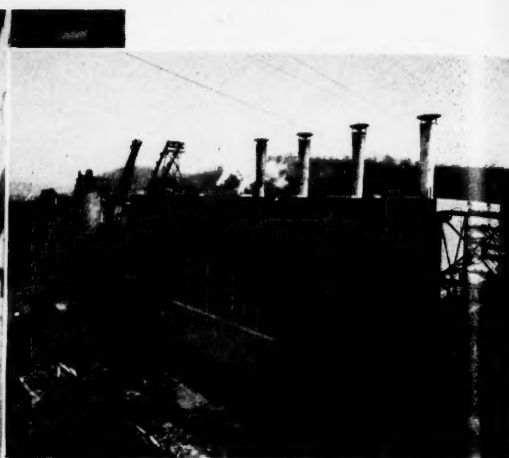
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Below—Applying aluminum shingles.



Right—At the top is shown the first step in aluminum shingle manufacture —“blanking out” the aluminum sheets. In the next picture the shingle blanks are being notched. The next two views show the production line and the final step in the process.





Above—The new boiler plant built at Huntington, W. Va., by the Chesapeake & Ohio Railway. The coal sky hoist is at the left, with the ash tank farther left.

Left — Main firing aisle of the new boiler house, showing the color dynamics paint job. Ceiling and bunkers overhead are blue-white; tile walls, buff, fuel feed pipes, light blue; boilers, green, and stokers, black.

C. & O. Replaces Boiler Plant Without Operations Stops

BUILT to replace an existing plant without interruption to the steam supply, the recently completed Chesapeake and Ohio Railway boiler house at Huntington, W. Va., is adaptable for burning all types of coal along the company's lines, can operate efficiently at a 50 per cent overload beyond design capacity and is also notable for its interior layout and the use of color dynamics.

The old plant, after 35 years of use, had become obsolete; and deteriorated to the point where steam of sufficient pressure, quantity, and quality could no longer be generated. Yet, serving one of the largest railroad shops in the nation, the old

facilities could not be demolished in the normal way and new ones erected.

Chesapeake and Ohio therefore laid plans for a progressive replacement, not only of the boilers but of the whole structure. In conference with the Rust Engineering Co., who were given the contract as engineers and builders, the project was mutually designed so that units of steam supply would be kept working throughout.

Field operations began in early spring, the time being selected to coincide with the end of the heating season.

The old plant, which was to be

partially demolished at the start, comprised three batteries of Sterling boilers, each of 272 horsepower, and 15,000 to 20,000 steam capacity, in terms of rough estimate. Due to their long service and particularly heavy use in recent years, these boilers were really past the point where repairs would be efficient. They were no longer economical; and a threatened reduction of pressure would have made them quite inadequate to serve the stepped-up pace of modern railroading.

The old boilers exhausted their gases into a masonry breeching, which ran down through the boiler room and into a masonry stack. This stack stood in the way of the new work. Accordingly, the first step taken by the Rust crew was to install temporary track hopper and conveyor to supply them with coal, and otherwise make two of these boilers self sufficient. The old stack was then cut loose, and torn down. Four of the six old boilers were demolished; and half of the old building torn down.

The boiler plant, following this operation, consisted of the two old boilers operating at induced draft in half of the old building, with a tem-

porary canvas wall covering the demolished side of the building.

The second step called for erection of half of the new building, and installation therein of two new boilers on the site previously occupied by the four demolished units. This required the laying of foundations, and the erection of the structural steel and masonry for half the new building and for the two boilers. This erection work was carried on simultaneously for both boilers and building. The new boilers are Babcock and Wilcox Sterling type, with suspended tile walls, each boiler being designed for safe operation at 30,000 pounds capacity. When placed in use, however, it was found that these units could be relied upon for duty with an overload up to 45,000 pounds. The boilers had a design pressure of 250 pounds, but were set to operate at 175 pounds pressure.

About seven and a half months after work began, the first two new boilers went on the line, and shortly thereafter the first half of the new building housing them was completed. This structure is red brick and steel frame, lined with tan glazed tile and roofed with precast concrete slabs. As soon as the new units were hooked in, marking the halfway stage of the project, the remaining old boilers were taken off and demolished; foundations were

Right: 1—Gallery showing dust collector discharge hoppers at rear of boilers. 2—Induced draft fans. 3—Forced draft fans and equipment in aisle at rear of boilers. 4—The ash tunnel. The bins open by manually operated wheels, discharging to the grates, from which the ash is carried off by the pneumatic system to the ash tank.

laid, and the second boiler battery and the section of the building to house it were begun.

The final phase, consisting of completing the second battery and the building in its entirety, was carried through rapidly in two and a half months from the day the first new units began to serve the shop. Full steam capacity, considerably in excess of the former boiler house resources, was thus provided in time for the peak of the heating season.

In effect, it might almost be said, the job had amounted to the construction of two boiler houses. Yet at no time during the operation had the shops been out of the steam necessary to operate their tools and for heating.

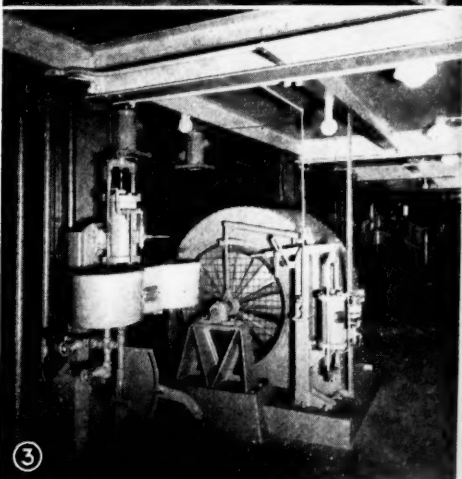
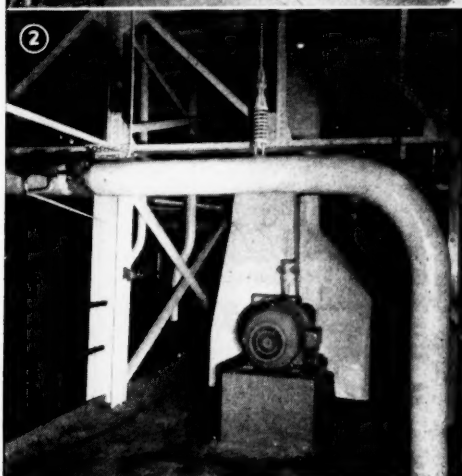
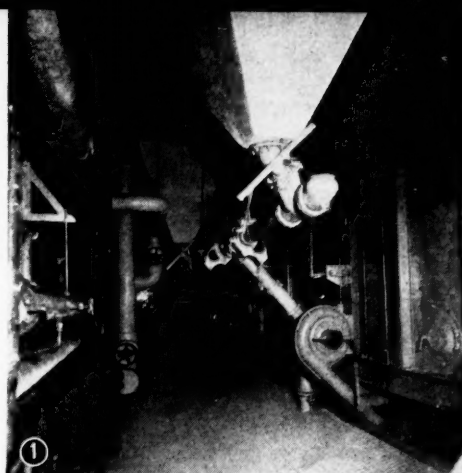
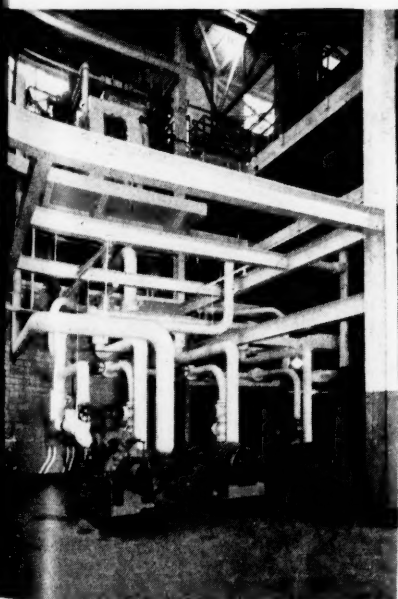
Practically an entirely new automatic coal and ash handling system was installed as part of the project. Coal is dropped from cars into a conveyor, and carried to a crusher into which a wood waste collector (utilizing waste from the cabinet shop) also empties. Leaving the crusher, it is lifted by skip hoist to a feeder and carried by a belt conveyor to a suspended 400-ton storage bunker running the length of the boiler room, and then by gravity into the hoppers of the stokers. Beaumont Birch equipment is used.

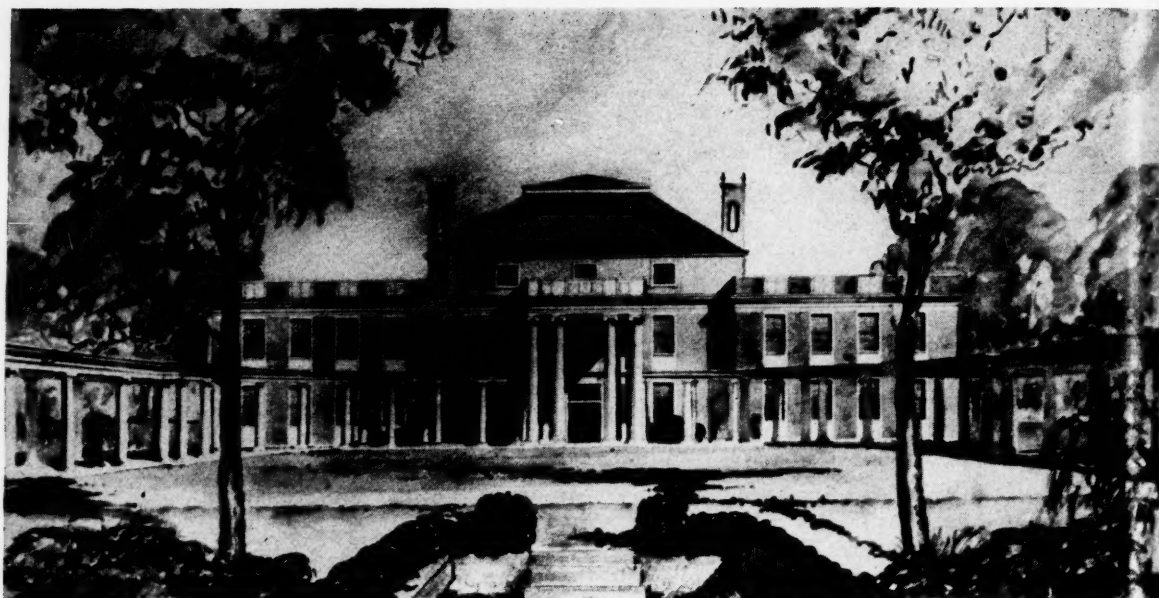
The electrically driven stokers, of the Detroit continuous ash discharge type, are designed to burn either high grade coal or a low grade of bone coal. They can thus utilize the different types of coal available at mines along the C. & O. lines, including some which leaves more than 30 per cent ash. Coal from more than 20 mines has been successfully burned without impairing steam capacity.

The coal is fed in so that some of the fines are burned in suspension, the remainder dropping on a traveling grate so arranged that when the residue reaches the discharge point

(Continued on page 54)

Below — Boiler feed pumps and de-aerating heater.





Above—Work was started several months ago on the new building for the Institute of Textile Technology, Charlottesville, Va. The structure will be 60 by 140 feet, three stories in height, of reinforced concrete construction with brick exterior. Aluminum sash will be used. S. J. Makielski is the architect.

South's Construction Value Rises

by

Samuel A. Lauver

VALUATION of construction awards below the Mason and Dixon line during July amounted to \$181,845,000, the second highest total among the months so far this year.

The figure is twenty-six per cent higher than the total of the preceding month

and more than twice the valuation placed on southern contracts in July of last year.

Residential building was the largest single contributor to the July total. The \$40,977,000 for such of work represented almost eighty-three per cent of the entire valuation placed on southern private building.

The private building total was \$48,184,000, which in addition to the \$40,977,000 for residences, embraced \$3,570,000 for commercial buildings, \$2,752,000 for office type structures, and \$885,000 for as-

sembly buildings such as churches and theatres.

Engineering construction ranked next to private building with a \$41,655,000 total made up of \$33,838,000 for dams, drainage and earth work and airports, \$7,177,000 for sewer and water projects and \$640,000 for government-sponsored electric work.

Industrial construction, the third among the several categories of southern construction, more than doubled when compared with the valuation of the preceding month. The July figure was \$33,591,000; that for June, \$15,050,000.

Highway and bridge contract valuation was up forty-four per cent in July when compared with the June figure. The total for the former was \$28,854,000; for the latter, \$19,287,000.

July's \$181,845,000 pushed the total for southern construction well above the billion dollar mark. Valuation for the elapsed seven months of the year is \$1,089,693,000, or almost seventy-six per cent above the figure for the similar period of last year.

Private building stands out important in the seven-month accumulation just as it does in the July figure. The total for private building is \$278,708,000, or nine times the figure for the same period of 1945.

Residential construction accounts for

Southern Construction By States

	July, 1946	July, 1945	July, 1944
	Contracts Awarded	Contracts to be Awarded	Contracts Awarded First Seven Months 1945
Alabama	\$11,652,000	\$15,942,000	\$35,231,000
Arkansas	26,426,000	5,568,000	42,422,000
Dist. of Col.	1,102,000	470,000	10,700,000
Florida	10,469,000	25,301,000	132,369,000
Georgia	17,661,000	16,459,000	88,207,000
Kentucky	381,000	2,059,000	37,611,000
Louisiana	8,575,000	14,140,000	52,148,000
Maryland	18,719,000	7,107,000	101,842,000
Mississippi	5,762,000	5,224,000	52,396,000
Missouri	3,333,000	12,847,000	27,765,000
N. Carolina	10,150,000	8,423,000	54,013,000
Oklahoma	1,444,000	9,023,000	39,904,000
S. Carolina	8,353,000	3,885,000	44,889,000
Tennessee	1,120,000	6,687,000	35,755,000
Texas	47,328,000	91,749,000	295,150,000
Virginia	9,156,000	7,844,000	28,829,000
W. Virginia	214,000	10,462,000
TOTAL	\$181,845,000	\$232,728,000	\$1,089,693,000
			\$619,560,000

Southern Construction By Types

	July, 1946	July, 1946	Contracts	Contracts
	Contracts	Contracts	Awarded	Awarded
	Awarded	to be	First Seven	First Seven
		Awarded	Months 1946	Months 1945
PRIVATE BUILDING				
Assembly (Churches, Theatres, Auditoriums, Fraternal)	\$885,000	\$1,243,000	\$17,881,000	\$5,077,000
Commercial (Stores, Restaurants, Filling Stations, Garages)	3,570,000	2,212,000	46,993,000	4,014,000
Residential (Apartments, Hotels, Dwellings)	40,977,000	32,638,000	198,995,000	20,403,000
Office	2,752,000	2,885,000	14,839,000	1,194,000
	\$48,184,000	\$41,978,000	\$278,708,000	\$30,688,000
INDUSTRIAL				
	\$33,591,000	\$36,926,000	\$238,104,000	\$267,593,000
PUBLIC BUILDING				
City, County, State, Federal	\$20,249,000	\$27,990,000	\$101,057,000	\$124,012,000
Housing	1,500,000		2,466,000	15,052,000
Schools	7,812,000	26,962,000	57,473,000	14,558,000
	\$29,561,000	\$54,952,000	\$160,996,000	\$153,622,000
ENGINEERING				
Dams, Drainage, Earthwork, Airports	\$33,838,000	\$18,202,000	\$153,844,000	\$78,693,000
Federal, County, Municipal Electric	640,000	8,852,000	18,985,000	5,039,000
Sewers and Waterworks	7,177,000	32,892,000	34,268,000	22,711,000
	\$41,655,000	\$59,946,000	\$207,097,000	\$106,443,000
ROADS, STREETS AND BRIDGES				
	\$28,854,000	\$38,926,000	\$204,788,000	\$61,214,000
TOTAL	\$181,845,000	\$232,728,000	\$1,089,693,000	\$619,560,000



Above—Elevated water tank, capacity 75,000 gallons, built for T. R. Miller Co., Brewton, Ala., by Chicago Bridge & Iron Co.

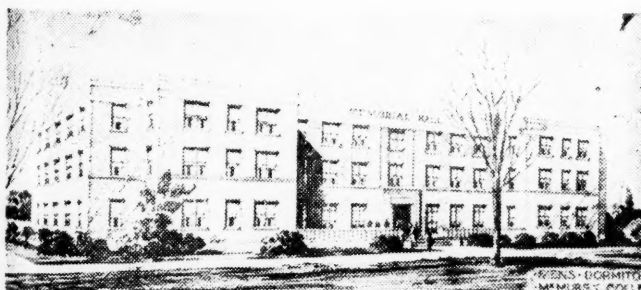
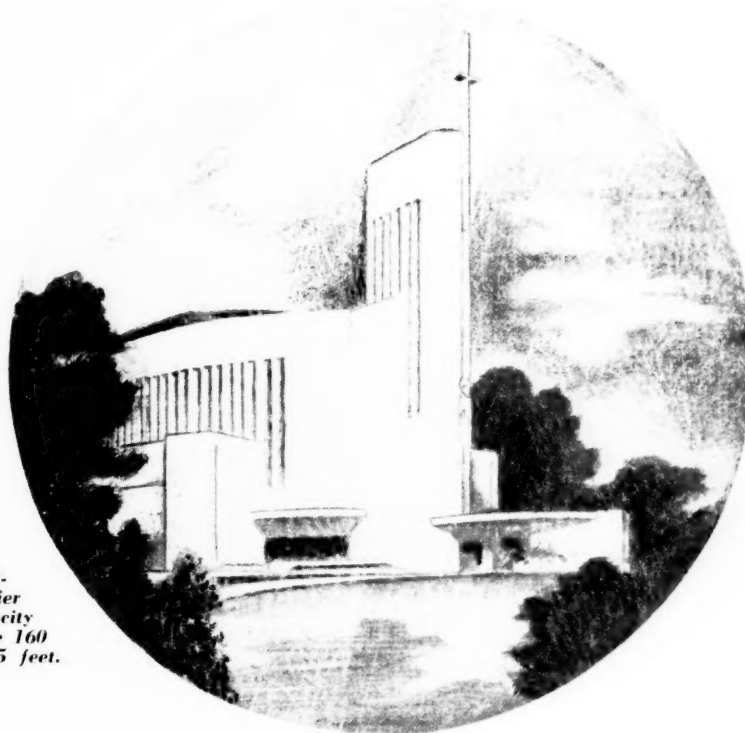
seventy-one per cent of the private building total for the seven months, or \$198,995,000. Other factors are the \$46,993,000 for commercial structures, the \$17,881,000 for assembly buildings and the \$14,839,000 for office building.

Industrial construction, while the second largest figure for the seven months, dropped when compared with the valuation for the similar period of last year. The current seven-month total is \$238,104,000; that for the first seven months of 1945, \$267,593,000.

Heavy construction and highway projects vied for the third position during the seven-month stretch. The total for heavy construction was \$207,097,000. The total for highway projects, \$204,788,000.

The \$204,788,000 highway figure is more than three times that for the first seven months of last year. The \$207,097,000 for heavy, or engineering construction.

Right—New edifice to be erected at an estimated cost of \$450,000 by St. Francis Xavier Church, Kansas City, Mo. Its seating capacity will be 900. Length of the interior will be 160 feet; width, 96 feet; height of ceiling 45 feet.



Left—The \$250,000 men's dormitory being erected at McMurry College, Abilene, Texas. To be fire-proof and of concrete and steel construction, the building is a part of a \$1,750,000 program. It will be yellow brick with white stone trim. Its capacity will be 150 men. Other buildings are a \$100,000 fine arts structure and a \$250,000 students' life center. C. S. Oates & Son are the contractors; David S. Castle & Son, the architects.

Shall the Public Be Damned ?

by

Sumner Gerard

Treasurer, Committee for Constitutional Government, Inc.

THERE are tides of public opinion, as there are tides in the affairs of individual men. Taken at their flood, they can lead on to reforms — reforms which pessimists despairingly believe to be impossible — or to destruction of the very bulwarks of freedom.

We in the Committee for Constitutional Government watch and study these tides. We think we have proved that mass education, directed by courageous leadership, can set in motion, accelerate and harness to beneficent purpose such tides of public opinion. Friends give us generous credit for having accelerated, in the past nine years, the tides which run toward Liberty under Constitutional government; also for building some effective bulkheads against the dangerous currents of Communism and Fascism.

It has been well said that the people's knowledge of facts should never be overestimated nor their wisdom underestimated when the facts are known to them. Let them be fairly and fully informed and we can depend on their verdict with confidence.

Most potent today, and rising to ground-swell proportions, is the tide of public indignation against the abuses and tyrannies of organized labor dictators. To be wise, we must take advantage of that tide while it is at its present flood stage. Soon it may be too late. We believe the present reaction can lead us back to freedom for the individual and to safety for American institutions — if we take advantage of that tide now.

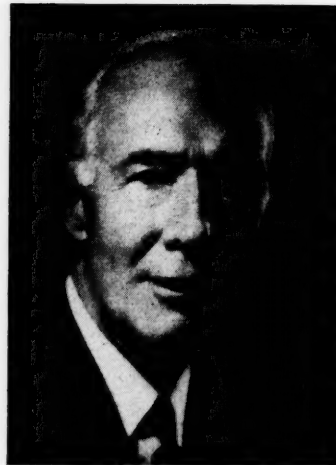
The tremendous force of the tide became apparent — confirmed even more than was thought immediately possible — when on May 27 the first of this Committee's full-page advertisements was launched —

**AMERICANS! STRIKE NOW!
SAVE YOUR GOVERNMENT
FROM LABOR-BOSS
DICTATORS**

Nothing this Committee has published since it came into being in February, 1937, to wage a successful fight against the attempt to pack the Supreme Court, has met with such

response. Before adjournment, members of Congress asked for more than 20,000 reprints for use in their districts.

Funds to pay for the advertisement had to come largely from the cities and states where they were published, and from seed money supplied by contributors on our nationwide lists. Everywhere, the mail response has been almost unprecedented. Housewives, clergymen, white collar and industrial workers, the organized and the unorganized, businessmen small and big — all have filled the Committee's mail with



Sumner Gerard

encouraging (and necessary) checks and with letters in this vein: "Thank God somebody is at last saying publicly what we know people are thinking."

How do we account for all this? It is simply because men and women in all walks of life realize that something is wrong; that a new, menacing power has grown up in their country; and that they are its victims. Recurring strikes, government abuse of the seizure power, rioting

pickets, union leader arrogance and law defiance have sunk deep into public consciousness. Strike-bound business and strike-idle workers are thinking. At last there is a receptive attitude toward hard, unvarnished facts about "labor."

We find evidence of that receptiveness in the demand for reprints by the multiple thousand of the recent editorial by Editor George F. Taubeneck of *Air Conditioning & Refrigeration News*, titled "What's the Matter With America?" Its opening sentence is "Labor unions are wrecking the country."

That leads to a discussion of our largest undertaking — the sale of at least half a million copies of a book by the time the new Congress meets in January.

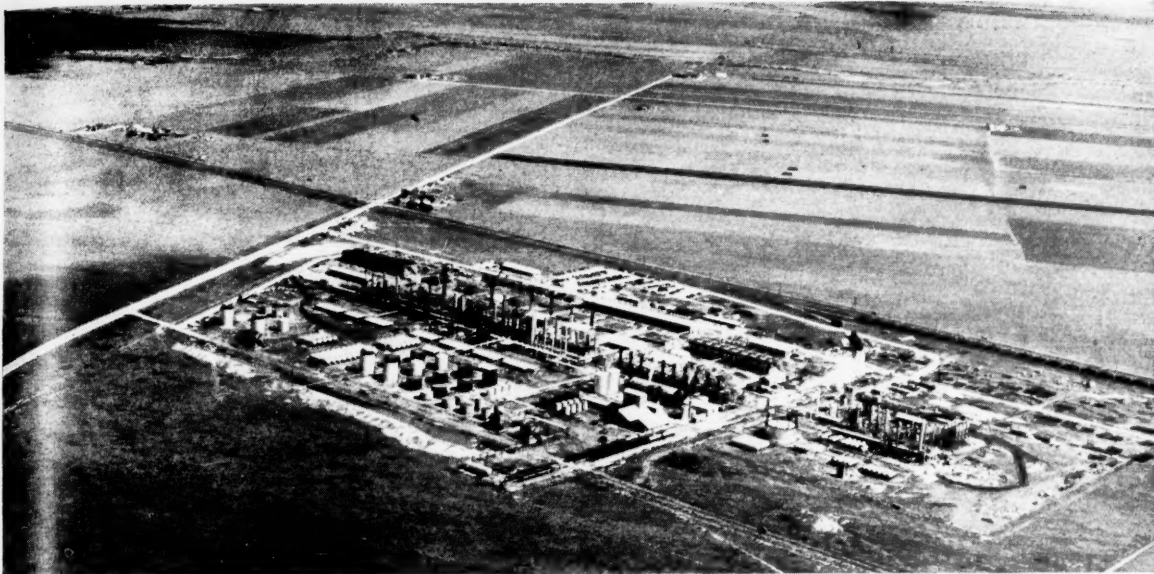
The book is John W. Scoville's *Labor Monopolies — OR Freedom*.

We think it is the most challenging book of our time. Everybody who has followed the history of unionism through the last three decades knows that John W. Scoville has seen the turmoil boiling from the inside, as economist for Chrysler and consultant for many other organizations. Mr. Scoville is no respecter of taboos. Americanism means more to him than unionism. Ruthlessly he rips the twin halos — collective bargaining and picket lines — from the sacred cows of the Wagner Act. We hope and believe that Mr. Scoville's book will have tremendous influence in awakening all who read it to the realization that there is no other choice: Americans can have either labor union monopolies, unregulated and law-defying, or they can have freedom. They can't have both!

After Congress adjourned without facing the issue of labor law reform, we felt that the need for the message of the "STRIKE NOW!" advertisement became greater than ever. We shifted copy for emphasis on the appeal to the next Congress, and included brief reference to the forthcoming book by Mr. Scoville.

The coverage of the advertising will necessarily depend on inflow of what we call "seed money" — that is, the more substantial contribu-

(Continued on page 54)



Above—Celanese Corporation of America's huge chemical plant near Bishop, Texas, where natural gas is being used for large-scale production of chemicals including acetic acid, acetic anhydride, acetone, methanol and formaldehyde. A butadiene unit is being completed. A large plant for Rock Hill, S. C., is in the planning stage.

Southern Industrial Expansions

ALABAMA

BIRMINGHAM — Laboratory — Wilborn Construction Co., has contract for chemical laboratory, North Birmingham, for Birmingham Gas Co., 1st Ave., North; cost \$15,000.

BIRMINGHAM — Warehouse — Kraft Food Co., selecting site for erection of warehouse building, cost approximately \$200,000.

BIRMINGHAM — Furnaces — U. S. Pipe and Foundry Co. let contract to T. C. Brasfield, for construction of foundations for annealing furnaces, masonry construction, concrete work, stacks.

BREWTON — Furniture Plant — Hoppe and Hoppe Furniture Manufacturers plans establishment of plant, 50 feet by 145 feet, for manufacture of bed-room furniture.

MOBILE — Plant — Arkell & Smith, Canajoharie, N. Y., have selected site for new paper bag plant; plan to utilize kraft paper supplies purchased from paper mills in the area.

MOBILE — Expansion — Gulf States Paper Corp., Mildred W. Warner, President, plans expansion program which calls for new machinery which will include additions to the digesters, diffusers, evaporators, beaters and jordanas and a large Fourdrinier paper machine; as soon as engineering plans are worked out new buildings will be built to house the equipment.

MOBILE — Plant — Tennessee Valley Authority, Knoxville, Tenn., contemplates construction of phosphate fertilizer manufacturing plant, cost \$2,000,000, near Mobile.

MONTGOMERY — Plant — State Markets Board has earmarked \$75,000 for erection and equipment of proposed poultry plant.

TUSCALOOSA — Expansion — Gulf States Paper Corp., plans long range program to increase capacity by 50 per cent. Included to be new equipment and additional buildings to cost several millions.

ARKANSAS

Transmission & Distribution Systems — Arkansas Western Gas Co., L. L. Baxter, Fayetteville, Pres., plan \$1,250,000 expansion program to include transmission and distribution systems in following towns: Prairie Grove, Huntsville, Greenland, Berryville, Eureka Springs, Harrison and Green Forest.

FORT SMITH — Plant — Trailmobile Co., Wade T. Childress, Cincinnati, Ohio, has acquired \$500,000 trailer manufacturing concern and will move into Rex Trailer Co.'s building; production to get underway sometime in November.

HOPE — Factory — Hope Industrial Corp., C. C. Spragins, President, let contract to B. W. Edwards, at \$95,000 for construction of

garment factory; 134' x 200'; concrete floors; built-up roof.

LITTLE ROCK — Plant — Franke's, Inc., incorporated with C. A. Franke and others, with capital stock of \$400,000; own and manage bakeries.

LITTLE ROCK — Expansion — Arkansas Power and Light Co., Ralph R. Pittman, Chief Engr., contemplates \$5,000,000 to \$6,000,000 expansion program in addition to previously authorized \$5,000,000 improvement plan.

MAGNOLIA — Dairy — Magnolia Dairy Products, incorporated with Garland Anthony, Jr., and Associates, capital stock of \$10,000.

TEXARKANA — Stockyards — Owens Bros., expands livestock marketing facilities with additional marketing pens, barns, unloading docks, etc. Serves four-state area.

TEXARKANA — Bakery — Meyer's Bakery of Little Rock establishes wholesale branch employing 50.

DISTRICT OF COLUMBIA

Equipment — Southern Railway System, Ernest E. Norris, Pres., placed orders for 140 new light-weight, streamlined passenger cars costing in excess of \$14,000,000 to re-equip four of its passenger trains completely, with the following: Pullman-Standard Car Manufacturing Co., for five mail-baggage cars and 71 sleeping cars, Budd Co., for nine dining cars, 26 coaches and six lounge coaches, and with American Car & Foundry Co., for four baggage-dormitory cars, three lounge-bar cars, two dining cars, three mail-baggage cars and 11 coaches.

FLORIDA

BARTOW — Phosphate — Davison Chemical Corporation, Chester F. Hockley, Pres., Baltimore, Md., announced purchase of mining properties of Southern Phosphate Corporation; will become phosphate rock division of company.

GROVELAND — Canning Plant — B. & W. Fruit Co. will erect one-story canning plant with asbestos roof, steel trusses; cost \$60,000.

MIAMI — Terminal Tower — Charles P. Nieder, Miami, Archts., for 41-story terminal tower for Florida East Coast Railway.

MIAMI — Warehouse — Frank W. Guilford, 959 S. 8th St., South Miami, let contract to O. M. Carrier, 211 NW 39th St., Miami, for one-story warehouse, 101 NW 8th St., cost \$15,000.

MIAMI — Ice Cream Plant — Borden's Dairy, E. W. Kraetz, Mgr., 32 NW 17th Ave., let contract to Paul H. Smith Construction Co., 3301 N. Miami Ave., for one-story struc-

tural steel dairy and ice cream plant, NE 2nd Ave., and 71st St.

MIAMI — Plant — Robert Ernst, 6565 Collins Ave., let contract to Edward J. Gerrits, 262 NE 37th St., for one-story manufacturing plant, 175 NW 22nd St., cost \$14,200.

MIAMI — Factory Building — A. M. Bear & Sons, 157 NE 9th St., plans three-story factory building, cost \$166,500.

MIAMI — Factory — Sumerstein Aluminum Wood Co. let contract for one-story factory building, 195 NW 37th St., cost \$14,000.

MIAMI — Plant — Asphalt Material Co., 1000 NW 57th St., will erect asphalt plant, Dade County, consists of belt conveyors, 12,000-gal. concrete dyke, 10,000-gal. asphalt storage tank, switch house, dryer, mixing tower, dust collector, material elevator, cost \$100,000; site at NW 7th Street, west of Red Road, Dade County.

MIAMI — Food Processing Plant — Magic City Cold Storage let contract at \$14,700 to Mulford Stow, 2117 NW 17th Ave., for one-story food processing plant at 605 SW 1st Ave.

MIAMI BEACH — Offices & Service Station — Miami Beach Railway Co., Thomas E. Lewis, Vice Pres., 180 S. W. 4th St., plans offices and service station, 340 Alton Road.

MIAMI BEACH — Building — Lincoln Collins Corp., 1657 Washington Ave., let contract to Arkin-Prufert Construction Co., 1719 Congress Building, Miami, for one-story fireproof construction, transportation building, 1616-18-20 Collins Ave., cost \$50,000.

MIAMI BEACH — Addition — Lincoln Corporation let contract to Langner Construction Co., 927 Lincoln Road, for four-story addition of fireproof construction to office building, 316 Lincoln Road, cost \$190,000.

ORLANDO — Boiler House, Etc. — Southern Fruit Co., let contract to Stevens & Sipple at \$10,000, for boiler house and feed mill; 70x130; installing steel roof construction.

PALATKA — Paper Mill — Hudson Pulp & Paper Corporation, New York, contemplates construction of paper mill at Palatka.

PENSACOLA — Remodel — Harvey Hardware Co. obtained permit to remodel building; \$14,000; Soule Brothers, Contr.

PRINCETON — Warehouse — W. L. Chambers has plans complete for two-story warehouse.

PUNTA GORDA — Fiber Plant — Palmetto Fiber Company, Washington, D. C., contemplates \$950,000 hard fiber plant near Punta Gorda.

TAMPA — Warehouse and Offices — Kleckhefer Container Corp., F. W. Stanton, Jr., Resident Mgr., let contract to Gates Construction Co., Tampa 5, for one-story brick and

Southern Industrial Expansion

(Continued from page 47)

steel factory, warehouse and office building, 11th Ave. to 13th Ave., between 36th and 37th Sts., cost \$150,000.

GEORGIA

ALBANY — Hosiery — Hodges Builders Supply has contract to erect factory building for Palmyra Hosiery Mill.

ATLANTA — Airport — Delta Air Lines plans expanding facilities at cost of \$1,000,000 at Municipal Airport.

ATLANTA — Addition — Samuel Bingham & Son Manufacturing Co., have CPA permit for addition to manufacturing building in rear of present structure, 274 Trinity Ave., S. W., estimated cost \$30,000.

ATLANTA — Terminal — McDonough Motor Express, Inc., L. L. Majure, Meridian, Miss., received bids for trucking terminal including two structures, one for housing administration offices and dormitory for truck drivers, one-story, and other a service garage; cost approximately \$75,000.

ATLANTA — Alterations — Regents of Universal System of Ga., Ga. Tech., let contract at \$16,000 to Van Winkle & Co., for alterations to buildings at U. S. Naval Air Station.

ATLANTA — Expansion — Georgia Power Co., plans \$50,000,000 expansion program; \$4,000,000 steam electric plant to be constructed as soon as possible on Flint River near Albany; W. E. Mitchell, Pres.

ATLANTA — Additions — Austin Co., 16112 Euclid, Cleveland, Ohio, are contractors and designers for garage for run-in testing of aircraft engines to cost \$61,000 and for alterations and additions to present buildings for Delta Air Lines, Municipal Airport, to cost \$432,000.

ATLANTA — Building — Daniel Construction Co., constructing building for Atlanta Constitution Co., at \$1,500,000.

DECATUR — Plant — Lucy J. Ozmer, 516 Clairmont Ave., plans one-story laundry and dry cleaning plant; to cost \$15,000.

HELEN — Building — C. M. Maloof plans new hosiery mill.

HINESVILLE — Locker Plant — Liberty County Frozen Foods, Inc., J. B. Frazer, let contract to J. B. Hand for construction of freezer locker plant to cost \$40,000.

JEFFERSON — Cotton Mill — Jefferson Mills, Inc., plans mill, cost \$55,000.

LAGRANGE — Telephone Building — Southern Bell Telephone & Telegraph Co., Atlanta, plans two-story and basement telephone building, reinforced concrete frame, estimated cost \$200,000.

MACON — Shop and Warehouse — Southern Waterproofing Co., let contract to G. A. Forrester, Jr., for two-story shop and warehouse building.

SAVANNAH — Warehouse — Benton Rapid Express, Inc., W. Victory Dr., plans warehouse and storage garage; to cost approximately \$55,000.

TOLUCA — Manufacturing Plant — North Georgia Processing Co., Inc., let contract to A. K. Adams Co., 542 Plum St., Atlanta, N.W., for thread manufacturing plant, cost \$72,500.

TRION — Boiler House — Trion Co., has let contract to G. E. Moore Co., Greenwood, S. C., for construction of boiler house; 70' x 60' 6" by 60' 8" high.

WAYCROSS — Improvements — Atlantic Coast Line Railroad Co. received bids for transfer platforms.

LOUISIANA

Gas System — United Gas Pipe Line Co. will construct additions to main pipeline system in Mississippi and Louisiana which includes: extensions from Baxterville and Gwinville gas fields in Mississippi and Hayes Gas Field in Louisiana to company's main transmission lines, installation of 850 horsepower compressor station; relocation of 1,000 horsepower compressor from its Mgasco, Tex., station to Hattiesburg, Miss., station; construction of three-mile extension in Jones county, Miss., and one extension to Richton, Miss.; extensions to Baxterville and Gwinville fields, cost of program, \$2,277,000.

BATON ROUGE — Plant Addition — Solvay Process Co., subsidiary of Allied Chemical & Dye Corporation, plans spending several million dollars for plant addition.

BATON ROUGE — Laboratory — State Department of Finance, 201 Capitol Annex Building, received bids for erection of ceramic laboratory building for Department of Conservation.

ELIZABETH — Plant Bought — Calcasieu Paper Co. has been purchased by Jacksonville Paper Co., C. G. McGeehe, pres. Tonnage production raised from 80,000 to 120,000 pounds per day.

HAMMOND — Plant — Dr. J. D. Dentone, has preliminary plans in progress for constructing locker plant.

JENA — Gas System — Roy M. Mitchell, Box 1154, Shreveport 90, has contract at \$83,974 for complete natural gas transmission and distribution system.

NEW ORLEANS — Plant — Blue Seal Bottling Co., has let negotiated contract to Bernard & Byrd, Interstate Building, for conversion of building 2809 Perdido St., into bottling plant.

NEW ORLEANS — Film Exchange — Dreyfous & Siefert, Audubon Bldg., received bids for two-story reinforced concrete and steel frame, brick, limestone and granite exterior walls film exchange building at Cleveland and South Liberty Sts., for Warner Brothers Pictures.

NEW ORLEANS — Additions — Bids received for new rice storage and additions to engine room at American Brewery, 717 Bienville St.

NEW ORLEANS — Plant — Supreme Plastics and Manufacturing Co. plans addition to plant on Jefferson Highway.

OPELOUSAS — Telephone Building — Barge-Thompson, Atlanta, Ga., has contract for new \$25,000 addition to telephone exchange building for Southern Bell Telephone & Telegraph Co., New Orleans.

MARYLAND

BALTIMORE — Plant — Koppers Company, Inc., has acquired the piston-ring manufacturing plant at Bush and Hamburg Sts., for manufacture of automobile rings.

BALTIMORE — Building Addition — David M. Kerr, Inc., will erect masonry addition to building, 5317½ Greenmount Ave., cost \$10,000.

BALTIMORE — Relocation — Public Service Commission announced approval of relocation of Calvert Station on site at Guilford Ave. and Centre St., for Pennsylvania Railroad.

BALTIMORE — Building — Bethlehem Steel Co., has plans completed for building, 1900 Frankfort Ave., steel frame.

BALTIMORE — Building — International Harvester Co., R. J. Mungoven and B. M. Kaiser, branch managers, let contract to Morrow Brothers, Inc., 2315 N. Charles St., for new wholesale distributing service, parts depot on Washington Boulevard at the corner of Western Ave. Manufacture farm equipment and motor truck sales; will contain a total area of approximately 180,000 sq. ft.

BALTIMORE — Buildings — Mutual Chemical Co. of America has plans completed for potash korean buildings, 1200 Block St., cost \$32,600; steel frame.

BALTIMORE — Addition — Joseph E. Lewis & Co., Inc., let contract to Frantz Construction Co., 10 W. Chase St., for addition to building, 1303 Carroll St., cost \$45,000.

BALTIMORE — Packing Plant — Bids received for alterations and additions to packing plant, 414-16 Forrest St. for Cefalu Fruit Packing Co.; Allied Contractors, 10 E. Pleasant St.

BALTIMORE — Antenna — Consolidated Engineering Co., Inc., 20 E. Franklin St., has contract for trylon antenna and receiving pole, 3015 W. Cold Spring Lane, C. & P. Telephone Co.

BALTIMORE COUNTY — Factory — Marietta Concrete Corp., let contract to Charles B. Tovell & Co., 2511 St. Paul St., for masonry factory, Pulaski Highway, cost \$50,000.

BALTIMORE COUNTY — Building — Bendix Radio Co. let contract to Davis Construction Co. for masonry addition to building, Joppa Road, cost \$50,000.

MISSISSIPPI

BROOKHAVEN — Garment Plant — Preliminary plans in progress for an addition to office area of Stahl Urban Garment Manufacturing plant.

CANTON — Factory — W. C. Ward and Max M. Haden have leased property on Cameron Street to the spur track of the ICRR for construction of furniture factory.

CLARKSDALE — Bus Building — Dixie Greyhound Bus Lines, let contract to Elmer Morris, at \$35,000, for service garage to be erected on Tallahatchie Ave.

COLUMBIA — Hosiery Mill — City received bids for one-story brick and concrete tile nylon hosiery mill building for Aberle Co., Philadelphia, Pa.; steel and pre-cast concrete roof, concrete floor with asphalt tile.

FOREST — Factory — Plans and specifications being prepared for factory for Cape Cod Shirt Company, city will finance project, cost \$150,000; sprinkled and air-conditioned;

located adjacent to City on five-acre block on Hwy. 80.

GREENVILLE — Addition — Tennessee Gas and Transmission Co., has work underway for 48-foot addition to present 320-foot steel building, estimated cost \$260,000; addition to house compressor engines, two new 1,250 horsepower engines.

GREENWOOD — Radio Range — Department of Commerce, Civil Aeronautics Administration, 83 Marietta St., N.W., Atlanta 3, Ga., received low bid from Wickes Engineering and Construction Co., 12th Street and Ferry Ave., Camden, New Jersey, for VHF Radio Range Facility at Greenwood.

HOUSTON — Garment Factory — Board of Supervisors, Chicawas County, let contract to A. M. Myatt, at \$73,089, for new garment factory building to house the Rice-Stix industry.

JACKSON — Building — Campbell Construction Co., has contract for new buildings for McLarnin Sales Co., South State St., of modern design.

JACKSON — Building — Taylor Machine Works, Louisville, Miss., plans erection of building, corner of Gallatin St. and U. S. Highway 80, estimated cost \$75,000; company specializes in saw mill and logging machinery.

JACKSON — Building — Preliminary plans in progress for one-story building for Lang Manufacturing Co., to be erected on South Jackson.

KOSCIUSKO — Plant — Lt. Col. J. E. Poole, Fort Knox, Ky., plans erection of frozen food locker plant at cost of \$35,000; fireproof, with brick veneer front while other sides will be built of concrete blocks.

LAUREL — Plant — Mississippi Federated Co-operatives will erect \$100,000 fertilizer plant on a 6½-acre site on Windham Avenue; contemplate erection of a superphosphate plant also at cost of \$150,000.

NATCHEZ — Factory — Johns-Manville Corp. let contract to Ford, Bacon & Davis Construction Corp., 39 Broadway, New York, N. Y., for one-story steel and transite building; floor space of 300,000 sq. ft.

NEWTON — Building — City receiving bids for construction of proposed new garment factory building to be occupied by I. C. Leues Clothing Co., Baltimore, Md.; \$150,000 bond issue voted.

OXFORD — Gas System — Barnard and Burk, Const. Engrs., Triad Bldg., Baton Rouge, La., will prepare plans and specifications for natural gas transmission line and distribution system, estimated cost \$300,000.

POPLARVILLE — Plant — Board of Supervisors of Pearl River County received low bid of \$128,000 from W. H. Jacobs, for construction of new garment factory.

STARKVILLE — Plant — Belmont Shirt Co., has plans underway for plant.

TYLERTOWN — Garment Plant — City voted for \$100,000 bond issue for construction of garment plant building to be occupied by Haspel Brothers, New Orleans.

WALNUT — Factory — Board of Supervisors of Tippah County, received bids for construction of new garment plant building; air-conditioned and will contain cafeteria; one-story; \$100,000 bond issue voted.

MISSOURI

JOPLIN — Plant — Gateway Creamery Co., 7th & Kentucky, has plans in progress for milk processing plant, estimated to cost \$150,000; brick exterior walls; two-story; quarry tile floors.

NORTH KANSAS CITY — Building — Waggener Paint Co., division of Pratt & Lambert Co., Buffalo, N. Y., expanding at cost of \$260,000; building to cost \$160,000; A. W. Cook, Mgr.

NORTH CAROLINA

Development — Walter A. Bledsoe Coal Co., W. S. Webster, vice-president and general manager, Terre Haute, Ind., plans development of Deep River Coal field, located eight miles from Sanford.

BURLINGTON — Hosiery — L. & L. Hosiery Mills, Inc., incorporated with Mack R. Leath, to deal in hosiery, \$100,000.

CATAWBA — Mill — Catawba Hosiery Mill erecting two-story concrete brick building.

CHARLOTTE — Plant — Pneumafil Corporation has acquired a tract of several acres on Wilkinson Blvd., extending between Belmont Ave. and Greene St., and plans equipment manufacturing plant, cost approximately \$200,000.

CHINA GROVE — Mill — L. S. Bradshaw and Sons Construction Co., of Salisbury, have contract for unit of China Grove Cotton mill, estimated cost \$500,000.

CLAREMONT — Mill — Little Hosiery

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FOR

Mill constructing new factory building.

DURHAM — Hosiery—Shadowbrook Hosiery Mills incorporated with F. L. Fuller, Jr., and Assoc.; capital stock, \$100,000.

HIGH POINT — Airport — Cities of High Point and Thomasville discussing establishment of joint airport.

KINGS MOUNTAIN — Textiles — Herndon Spinning Mill, Inc., incorporated with J. E. Herndon, for textile products, \$100,000.

LEXINGTON — Textiles — Lexington Finishing Co., Inc., incorporated with B. Hollowell to deal in textile products, \$100,000.

LEXINGTON — Plant — Davis Frozen Foods, Inc., W. K. Davis, Charlotte, will erect cold storage plant.

MT. AIRY — Hosiery — Jackson-Speight Hosiery Mills, Inc., incorporated with Joseph A. Jackson, to manufacture hosiery, \$100,000.

MT. AIRY — Building — Moss-Fey Textile Co., Inc., plans erecting building.

NORTH WILKESBORO — Mills—Barnes-Gilbreth Textile Co., Inc., incorporated with Raymond Barnes, to operate mills, \$125,000.

RALEIGH — Expansion — Southern Bell Telephone Co., E. A. Clement, District Mgr., plans installation of additional dial central office facilities to provide local telephone service.

SANFORD — Shirt Factory — W. Koury, Greensboro, let contract at approximately \$150,000 to W. L. Jewell, for shirt factory.

SILER CITY — Mill — Chadbourne Hosiery Mills, Inc., J. Chadbourne Boiles, Pres., Charlotte, purchased Fashion-Flow, Inc., and plans expansion.

OKLAHOMA

BARTLESVILLE — Buildings — Phillips Petroleum Co., purchased 190-acre tract located across from Phillips airport on Highway 60; plans for use of site provide for eventual centralizing of existing and projected research and experimental facilities; other service and warehouse activities of company will also be located there; it is planned gradually to transfer to new site, with modernized and enlarged quarters, the experimental activities now conducted at Hamilton Plant north of Bartlesville.

OKLAHOMA CITY — Manufacturing District — Oklahoma Industries, Inc., Tom Cooper, Pres., First Natl. Bank Bldg., plans developing 160-acre Woodlawn golf course into manufacturing district.

TULSA — Station — Tulsa Broadcasting Co., John Esau, Pres., has Federal Communications Commission approval to construct first frequency modulation radio station.

TULSA — Plant — Coca Cola Co. of Tulsa purchased 10-acre site on S. Harvard Ave., erect \$500,000 plant.

SOUTH CAROLINA

CAMDEN — Hosiery Plant — Jaclyn Hosiery Mills, Inc., has Civilian Production Administration approval for nylon hosiery plant.

CHARLESTON — Plant — Atlas Block Co., incorporated with Nathan M. Wilensky as President, capital of \$50,000; will manufacture concrete blocks and concrete products.

CHARLESTON — Plant — Clisquot Club Bottling Co., incorporated with H. E. Collins as President, capital of \$20,000.

CHARLESTON — Plant — West Virginia Pulp and Paper Co., 230 Park Ave., New York, will expend more than \$8,000,000 for expansion within the next few years; included in the plans is a new paper machine which will enable the company to manufacture kraft paper to be used principally for bags; most of this machine has been delivered and installation will be started as soon as necessary erection steel has been received; the machine will manufacture about 55,000 tons of paper a year; paper machine alone will cost more than \$2,000,000; expenditure together with necessary incidental construction and equipment will be approximately \$5,000,000.

CHARLESTON — Plant — Palmetto Bottling Co., incorporated with Theodore A. Tsipopoulos as President, capital \$20,000.

NORTH CHARLESTON — Plant—Charleston Development Corp., Charleston, interested in construction of a \$1,200,000 chemical plant, consisting of a four-story, 180 x 100 x 89 brick and concrete main plant boiler house, masonry and steel 30 x 30 x 30 with concrete masonry and steel 30 x 30 x 30 with concrete disposal pipe—office building, masonry and steel, 2-story, 60 x 100—warehouse of reinforced concrete, 20 x 100 x 14, approximately 20,000 sq. ft., elevators; to be leased to Amintas Limited, 50 Broadway St., New York.

COLUMBIA — Extension — The Duke Power Co., has been authorized to extend electrical lines from the town of Liberty to municipal pumping station.

GREENVILLE — Building—Central Realty Co. let contract to Potter & Shackelford, Inc., at \$100,000 for sales and service building.

JOHNSTON — Mill — Daniel Construction

Co., Birmingham, Ala., constructing woolen mill at \$1,000,000.

LAKE CITY — Locker Company — Lake City Freezer Locker Co., incorporated with Frank F. West, Pres., and Associates, capital stock of \$50,000.

MCCORMICK — Mill — Daniel Construction Co., Birmingham, Ala., constructing woolen mill at \$1,000,000.

MYRTLE BEACH — Bus Station — Queen City Coach Co., Charlotte, N. C., constructing new \$25,000 bus station; also constructing \$24,000 service garage.

WAKE SHAOLS — Plant — Daniel Construction Co., Birmingham, Ala., constructing rayon finishing plant at \$500,000.

YORK — Textile Fabrics — Anchor Rug Mills incorporated with J. C. Cloniger, Pres.; capital stock \$100,000; manufacture and sell rugs and other textile fabrics made of cotton, wool and silk.

TENNESSEE

CHATTANOOGA — Plant — The E. I. du Pont de Nemours & Co., will construct \$20,000,000 nylon yarn plant on 600-acre tract north of Chattanooga.

CHATTANOOGA — Plant — E. I. du Pont de Nemours & Co., W. E. Gladding, Wilmington, Del., Director of Production, has CPA approval for construction of \$20,000,000 nylon yarn plant; site, a 600-acre tract on the north side of the Tennessee River between the Lupton City Spinning Mill property of the Dixie Mercerizing Co. and Chickamunga Dam.

CHATTANOOGA — Foundry Building — Columbian Iron Works plans foundry building to cost approximately \$275,000.

DAYTON — Building — Frazier Dayton & Associates, have CPA permit for building brick, concrete, steel foundry building, cost approximately \$50,000.

GREENVILLE — Warehouse — Planters Tobacco Warehouse Co., has CPA approval for one-story tobacco warehouse, estimated cost \$125,000.

HUMBOLT — Mill — Daniel Construction Co., Birmingham, Ala., constructing hosiery mill for Wayne Knitting Mills, at \$1,000,000.

HUNTINGDON — Factory — City received low bid from L & M Construction Co. for factory building.

KNOXVILLE — Terminal and Plant—Pure Oil Co. will establish \$75,000 terminal and storage plant on Tennessee River to serve Knoxville and East Tennessee.

MEMPHIS — Factory — Allis-Chalmers Manufacturing Co., Gerald L. Malmo, branch manager, has approval of Shelby County Board of Adjustment for rezoning southeast corner of Airways and Dunne for erection of \$400,000 plant; manufacture industrial and agricultural machinery.

MEMPHIS — Plant — Southern Cotton Oil Co., G. Hoffman, Dist. Engr., received bids for shortening plant.

MEMPHIS — Plant — Heyden Chemical Corp., New York, purchased Warford plant of Southern Acid & Sulphur Co. from War Assets Administration.

MEMPHIS — Remodeling — Kimberly-Clark Corp., Neenah, Wisconsin, has permit to convert Fisher Aircraft plant for use as paper mill, cost \$550,500.

NASHVILLE — Improvements — Louisville and Nashville Railroad plans expenditure of \$1,500,000 for improvements; consists of purchase of 15 new units of passenger equipment, three sleepers with double rooms and 10 roomettes each for Cincinnati Limited-Pan American; two baggage-dormitory cars, one diner, two lounge-bar-observation cars, three coaches, two railroad post office cars and two more roomettes for Crescent Limited.

NASHVILLE — Gas — Tennessee Natural Gas Lines, Inc., Wade Thompson, Pres., will file applications with Federal Power Commission for permits to construct pipe line to serve Middle Tennessee and Chattanooga and Knoxville areas; company's engineers making survey.

TEXAS

BAYTOWN — Addition — General Tire & Rubber Co., received low bid of \$242,682 from Telpeken Construction Co., 3900 Clay Ave., Houston, for construction of additions and alterations to carbon black plant.

BROWNSVILLE — Building — Hygeia Milk Products Co. let contract to W. D. Ferguson & Sons, Harlingen, on cost-plus fixed fee basis for one-story concrete frame and hollow tile building.

CORPUS CHRISTI — Warehouse — Southwestern Bell Telephone Co., plans warehouse, steel and concrete frame.

CORPUS CHRISTI — Buildings — Southern Alkali Corporation, O. N. Stevens, received low bid at \$176,256 from John W. Phillips, Box 3253, for additional buildings.

CORPUS CHRISTI — Plant — Eric P. Haliburton, Duncan, Okla., contemplates erec-

tion of a \$1,000,000 Portland cement plant; to be constructed on the Gulf Coast.

CORPUS CHRISTI — Lumber Yard and Planing Mill — Hawn Sash & Door Co., P. O. Box 987, let contract for sheet iron and steel frame planing mill and lumber yard, at 2902 Comanche St., to cost approximately \$10,000; structural iron and steel to Armo Drainage & Metal Products Co., Inc., P. O. Box 1623, Houston.

CERO — Plant — Tex-Tan Manufacturing Co., Carl Welhausen, Pres., plans leather products plant.

DALLAS — Bag Factory — The Fulton Bag & Cotton Mills, 170 Boulevard, SE, Atlanta, Ga., have acquired tract of land and contemplate a new 100,000 sq. ft. factory.

DALLAS — Warehouse — K. Mckenbach, 2131 Summers St., let contract to J. Edward Smith, 2101 Pacific St., for one-story masonry warehouse building, cost \$55,000.

DALLAS — Warehouse — Texas & Pacific Railway Co., 8553 Lewis St., will construct warehouse, masonry, concrete foundation, cost approximately \$20,000.

DALLAS — Warehouses and Office Building — Alford Terminal Warehouses, Fred Alford, Pres., Merchants Cold Storage Bldg., will build an office building and two storage warehouses; to cost approximately \$200,000.

DALLAS — Warehouse—Titche-Gottinger Co. let contract at \$300,000 to Colwin Brothers, 411 S. Haskell St., for warehouse.

DALLAS — Warehouse — B. C. Miller, 900 Denton Dr., let contract to W. A. Colwell, 6128 Morningside, at approximately \$70,000, for one-story warehouse building at 6124 Denton Dr.

DALLAS — Slaughter Pens — Swift & Co., 2500 S. Lamar St., will build sheep slaughter pens, \$40,280.

DALLAS — Felt Mill — Southwest Building Products Co., C. E. French, Vice Pres., plans felt mill, Holmes St. Road at Millers Switch; cost approximately \$2,000,000.

FORT WORTH — Remodeling—Dairyland, Inc., let contract to Cain & Cain, at \$15,000, for remodeling creamery at 315 S. Calhoun St.

FORT WORTH — Mill — Burrus Feed Mill, Wiley Akins, Mgr., erecting \$1,000,000 mill.

FORT WORTH — Addition — Williamson Pickle, let contract to J. R. Murphy, for construction of one-story addition to factory and repairs, 509 W. Vickery, cost approximately \$12,000.

FORT WORTH — Terminal & Office Building—Bids opened for freight terminal and office building, for Chicago, Rock Island and Pacific Railway Co.

FORT WORTH — Plant — Texas & Pacific Railway Co. let contract to Andrews & Osborne, 2320 W. 7th St., for construction of cold storage plant; will convert two cold storage rooms into ice cream hardening rooms.

GARLAND — Factory, Etc. — Mineralite Building Products Co., Walter E. Goff & Jack Drandell, Dallas, plans constructing office building and laboratories and show rooms; remodeling temporary building at Garland plant and construction of addition at Mesquite plant.

CONZALES — Freezer Locker Plant — Chamber of Commerce, will receive bids for freezer locker plant for Guadalupe Valley Refrigeration Co-operative, Inc.

HOUSTON — Radio Station — KTRH Broadcasting Co., has construction permit from Federal Communications Commission for frequency modulated broadcast station; B. F. Orr, Gen. Mgr.

HOUSTON — Building — J. E. Thomas, plans one-story frozen foods building at 1304 Telephone Rd., to cost approximately \$12,000.

HOUSTON — Warehouse—Robert K. Moses, H. W. McCormack Co., plans one-story warehouse building at Supply Row Center; to cost approximately \$160,000.

HOUSTON — Milk Plant — Carnation Milk Company let contract to Thomas Bate & Sons for \$750,000 unit of processing plant.

HOUSTON — Service Building — Glenn H. McCarthy let contract to Telpeken Construction, 3900 Clay Ave., for five-story concrete frame garage and service building, cost \$1,000,000, Main and Bellairs.

HOUSTON — Expansion — General Foods Corp., Austin S. Ingelhart, Pres., New York, announced purchase of Ford Motor Co. buildings at 3700 Harrisburg Blvd., and equipment will be transferred immediately from present plant on Preston Ave. to new location.

HOUSTON — Buildings — Austin Brothers, 1815 Coombs St., Dallas, let contract to O'Rourke Construction Co., 4011 Koehler St., for construction of fabricating shop building and offices, Katy Road.

HOUSTON — Laboratory Building — The Texas Co., R. Filly, Asst. Mgr., plans structural steel frame one-story laboratory building, Bellairs Blvd., cost approximately \$100,000.

(Continued on page 52)

News from Industry

Products and Services

Electronic Intercom Unit—Used in system of 12 stations; new patented audio-amplifier circuit, specially designed alnico speaker. Lifetime neon pilot lamp and vinylite insulated wiring; housed in walnut cabinet; units are 10½ inches high, 9½ inches wide, 9 inches deep. Executone, Inc., 415 Lexington Ave., New York 17, N. Y.

Huge Conveyor Belt—5,100 feet of 48-inch, five-ply, weighing about 72,000 pounds; contains approximately 1,750 pounds of cotton in its construction; supplied by B. F. Goodrich Co., Akron, O., to one of the most important users of this type of equipment.

Contact Springs—Made of beryllium copper, recommended where high electrical conductivity is required; Gibson Electric Co., 8350 Frankstown Ave., Pittsburgh, Pa.

Robot Salesman—Electronic wire recorder, called the "Sound Salesman"; point-of-sale device giving shoppers spoken or musical messages about products; housed in twelve by twelve by fourteen-inch cabinet; Sound Media, 17 E. 48th St., New York.

Aluminum Furniture—Dinette sets and utility tables, made of aluminum, are to be ready for sale in early fall, by Reynolds Metal Co., Louisville, Ky., and Pasadena, Calif. Also devised by Reynolds is a slide rule type chart designed to make easy the selection by engineers and designers of the proper type aluminum alloy for specific jobs.

All-Weather Fire Hose—Pure white in color, water repellent and mildew resistant; American-LaFrance-Foamite Corp., Elmira, N. Y.

New Absorbent—A new oil, grease and water absorbent made from alumina silicate material by Blue Mountain Clay Co., Memphis 1, Tenn., is said to be capable of absorbing from 120 to 140 per cent of its own weight, and to eliminate slipping accidents and flash fires when used on wet or oily floors.

Fork Trucks in New Role—Edwards Valves, Inc., E. Chicago, is reported to have displaced manual handling of cumbersome loads in heat treating processes by means of electric powered fork trucks, with great saving in manpower and time. In both loading and unloading the trucks are inserted directly into the furnace under terrific temperatures.

Foot-operated Air Valve—New universal type valve, operated by foot pedal, for controlling passage of compressed air, will apply pressure with pedal depressed, or by rearrangement of piping, will apply pressure with pedal released. National Pneumatic Co., Rahway, N. J. Descriptive bulletin DC-203 may be obtained from the company.

Marking Machine—Marks either flat or round parts. Marking scales on machines, trademarking, name and instruction marking are among its uses. Made of heavy gray iron casting with steel stud at top to carry sleeve bearing mounted roller marking die. The Acromark Co., Elizabeth, N. J.

Sealed Can Cooler—Called the Rex Thermo-Roto, the first unit in a new line of food processing equipment is announced by Chain Belt Co., Milwaukee, Wis. The process rapidly rotates the sealed cans, partially submerged in counterflow of cooling water. Cooling cycle 3 to 5 minutes. Can also be adapted to heat processing of liquid acid foods.

Personnel

Harry H. Purvis has been elected vice president and general manager of Chicopee Mfg. Corp.'s new plant at Cornelia, Ga., regarded as one of the most modern textile plants in the country. Mr. Purvis, a graduate from Georgia School of Technology, was transferred from the Chicopee plant at Gainesville, Ga., where he was superintendent for 14 years. The plant, to be a producer of Lumite plastic insect screen and fabrics is expected to be in full operation this fall.

New York Belting & Packing Co., Passaic, N. J., announces that Walter E. Belcher, 3439 Westminister St., Dallas, Tex., manager of the firm's Dallas district, has been placed on the retirement list after 51 years with the company. He is succeeded by J. E. Conaway of Memphis, Tenn., who has been his assistant. Before appointment to the Dallas district, Mr. Belcher had served the company in Houston,

New Orleans and Boston. Mr. Conaway is a native of Memphis and a graduate of the University of Mississippi. The company is observing this year the 100th anniversary of its founding.

The Nashville, Chattanooga & St. Louis Railway announces the appointment of H. L. Hanes as assistant to freight traffic manager, in charge of commerce department; also, D. E. Goolby as freight traffic agent, with office at 1850-51 Railway Exchange Bldg., St. Louis, Mo.

H. L. Ferren of Houston, Tex., has been appointed Houston district sales manager for Rumford Chemical Works, Rumford 16, R. I. The Houston district includes Texas, Louisiana, Mississippi and Western Tennessee. Mr. Rumford has been with the firm since 1931.

Major Henry H. Thomas, graduate of North Carolina State University, has been appointed by The Pemco Corp., of Baltimore, Md., to its research and development staff. Major Thomas was recently honorably discharged from army service which included 23 months' overseas.

W. Douglas Peters has been named assistant general sales manager, foil division, Reynolds Metals Co., Richmond, Va., and will have headquarters in Richmond. Except for two years in the Navy, Mr. Peters has been with the firm since 1934. He is a native of Georgetown, Ky., and graduate of Georgetown College.

W. Lawrence Durrett has been appointed commercial agent, headquarters 402.06 Kellogg Bldg., Washington 4, D. C., for Central of Georgia Railway Co.

W. A. Marshall and W. J. Hock, who heretofore occupied the positions of assistants to chief freight traffic officer, have been made assistants to vice president of Seaboard Air Line R. R. Co.

R. H. Morse, Jr., vice president and general sales manager, Fairbanks Morse & Co., Chicago, announces the following additions to the company's railroad division: E. A. Foster, manager of application engineering, headquarters Chicago; J. F. Weiffenbach, chief engineer, Chicago; Frank Ross, Jr., sales engineer, locomotive sales, St. Louis; Frank M. Bosart, eastern manager, locomotive sales, New York; Robert Aldag, Jr., sales engineer, Chicago.

John P. Jones has been appointed assistant to Robert D. Beckner, manager, housewares division, Reynolds Metal Co. A graduate of the University of Kentucky, Mr. Jones for ten years was with Lincoln Bank and Trust Co., Louisville, Ky. His headquarters will be 2000 S. Ninth St., Louisville 1, Ky. In an earlier position with the firm, he covered sales in Maryland, District of Columbia, Delaware and eastern Pennsylvania. This territory will be taken over by John Schwartzel.

W. Terry Feld, engineer, announces that he has returned to Arkansas and has resumed the practice of general engineering. His business address for mail: Box 523, Little Rock. Second St., N. Little Rock.

Jack A. McConnell, former employment and personnel manager, Delco Products Div., General Motors, has been appointed sales representative in Columbus, O., territory for Automatic Transportation Co., 149 W. 87th St., Chicago 20, Ill. He will handle Automatic sales for the office of Arthur M. Batsner who is representative for all southern Ohio with headquarters in Cincinnati.

The American Society for Metals has announced that Dr. Rufus E. Zimmerman, vice president of research and technology of U. S. Steel Corp., of Del., has been elected to receive the Society's Medal for the Advancement of Research for 1946. The medal was formerly awarded to Roy A. Hunt, president, Aluminum Co. of America, 1945; Robert C. Stanley, president, International Nickel Co., 1944; Gerard Swope, General Electric Co., 1945. Award to Dr. Zimmerman will be made at the annual banquet of the Society in Atlantic City, on Nov. 21.

Leslie C. Hughes, consulting chemical engineer, has been appointed by H. K. Ferguson Co., to its chemical and process division. Mr. Hughes, formerly employed by The Dorr Co., New York, had also been associated with Solvay Process Co., Diamond Alkali Co., American Cyanamid Co., and Allied Chemical

and Dye Corp. His headquarters will be in the Ferguson Co.'s Cleveland offices.

Dr. A. L. Peiker has been appointed associate manager and administrative assistant to W. H. Watkins, manager of the Dye Application laboratories of Calco Chemical Division, American Cyanamid. Appointed along with Dr. Peiker were: O. W. Clark and H. E. Millson, named assistant managers in charge of textiles; F. O. Sundstrom, assistant manager, leather and paper section; and W. H. Peacock, assistant manager, plastics and specialties.

James C. Prescott, recently appointed as branch manager of the Elizabeth City, N. C., plant of The Mengel Co., Louisville, Ky., will have charge of all departments and operations at the plant which is engaged in the manufacture of hardwood plywood. The plant, one of the largest of its type, has an annual capacity of 20 million feet of plywood, and was recently acquired from Derriekson Veneer Co. Mr. Prescott, a graduate of University of North Carolina, was previously associated with National Veneer Co., Ayden, N. C., and Chicago Mill & Lumber Co., Plymouth, N. C.

Dr. W. A. Raimond and Dr. T. H. Thelin have been appointed chief chemists of the Vat Dyes and Intermediate divisions, respectively of Calco Chemical Division of American Cyanamid Co., Bound Brook, N. J. Other appointments announced by the company include: Dr. G. S. Herrick, Dr. C. E. Lewis and Dr. R. H. Ebel, assistant chief chemists; and W. M. Boyce, recently out of the army, as Southern representative for paper industries and gasoline refining establishments.

R. L. Campbell, Covington, Ky., principal assistant district engineer of Kentucky Dept. of Highways, has been made district engineer, succeeding Marion D. Ross, the latter having resigned to become executive secretary of Plantmix Asphalt Industry of Kentucky with headquarters at Frankfort.

Homer L. Ferguson, president Newport News Shipbuilding and Dry Dock Co., for over 31 years, has resigned the presidency but will continue as chairman of the board. He will be succeeded in the presidency by J. B. Woodward, vice president and general manager since 1936, who will continue to serve also as general manager. Roger Williams, executive vice president, was elected chairman of the executive committee.

E. W. Chapman has been appointed chief engineer of the newly created Industrial Pump Division of Bowser, Inc., with headquarters in Fort Wayne, Ind. He was formerly chief engineer of Blackmer Pump Co.

Dan Wetherly, chemical engineer who participated in a supervisory capacity in the Oak Ridge atomic bomb plant construction, has been named contract engineer for the eastern district by H. K. Ferguson Co., industrial engineers and builders of Cleveland, New York and Houston.

John H. Keefe, vice president Santa Fe Railway System, and Paul J. Neff, chief executive officer Missouri Pacific Lines, have been elected to the board of directors of Railway Express Agency, with headquarters at Chicago and St. Louis, respectively. Mr. Keefe will fill the unexpired term of Fred G. Gurley, resigned; Mr. Neff succeeds L. Warrington Baldwin, deceased.

J. T. MacKenzie of American Cast Iron Pipe Co., Birmingham, has returned from an inspection visit of Germany to report that centrifugal casting of metals was developed in the conquered nation to a degree comparable with that in the United States and somewhat beyond that in Great Britain. Mr. MacKenzie serves as an A.F.A. representative on the U. S. Ordnance Committee and is active on other A.F.A. national groups.

William F. McConnor, a native of Baltimore and general manager of sales for National Tube Co., since 1936, has been named vice president in charge of sales of this United States Steel pipe manufacturing subsidiary. He succeeds John E. Goble, recently elected president of the company.

E. A. Throckmorton, pres., Container Testing Labs., has been elected chairman of Packaging Institute's standing committee on trade standards and practices, responsible for the packaging industry's newly initiated stand-

ardization program. A past director of the Institute, Mr. Throckmorton was vice president in charge of development, Container Corp. of America before taking over his new duties. Container Testing Labs. are located in New York, Chicago and San Francisco.

George W. Stocking, professor of economics, University of Texas, is co-director with Myron W. Watkins, professor of economics, New York University, of an investigation of the subject of international cartels, which will be described in the annual report of Twentieth Century Fund. Investigation of the subject has been under way for the past two years, and the findings, when published, will appear under the title, "Cartels in Action."

Edward C. Hamm has been elected president of Service Caster and Truck Corp. A veteran of World War I, he joined Signode Steel Strapping Co., of Chicago after his discharge from the armed forces, and in 1943 resigned his position with that firm to join Service Caster and Truck Corp.

Hewitt Rubber of Buffalo, division of Hewitt-Robins, Inc., has announced moving of its Philadelphia headquarters from 20 S. 15th St. to 401 N. Broad St., C. F. Holden and Jack T. Sheldon in charge.

Allegheny Ludlum Steel Corp., executive offices now in Henry W. Oliver Building, Pittsburgh 22, Pa.

Paul M. Morris, Malden, Mo., has been appointed as director of public relations for the Frisco Lines.

R. A. Young & Son, Fort Smith, Ark., have been named truck distributors for their state by The Four Wheel Auto Co., Clintonville, Wis. The distributing firm also operates a bus line and owns a radio station.

Spong-Chalfant Div., National Supply Co., Pittsburgh, Pa., has accorded four promotions. Charles J. Ramsburg, Jr. and Eugene F. Conroy have been made assistant district managers of the New York office; Edwin A. Booth is now Pittsburgh district manager and Frank W. Morris, Tulsa district manager.

John J. Fitzpatrick has been appointed as acting Gulf Coast director at New Orleans for War Shipping Administration. He replaces Chester H. Marshall, resigned. W. E. McCardell, who has been assistant director is now assistant district manager.

A. W. Fikentscher, representing Master Builders Co., Cleveland, in Philadelphia territory for 13 years, has resigned to become vice president Venite Floor Co., Inc., Philadelphia, contractors for heavy duty and ground finish floors.

Trade Literature

"What do G.M. Diesels do?" In verse. Detroit Diesel Engine Div., General Motors Corp., Detroit 23, Mich.

World Travel Depicted—Series of folders describing pleasures of travel in various parts of the world. Covers Latin America, Britain, France, Central and Southeastern Europe. Pan American World Airways, 135 E. 42nd St., New York 17, N. Y.

"New, Water Repellent Fire Hose," described by American-LaFrance-Foamite Corp., Elmira, N. Y.

"Application of Overfire Jets to Prevent Smoke in Stationary Plants." Known as Technical Report VII, analyzes smoke abatement problem, gives design characteristics common to blower and steam-air jets, cites examples of jet location, discusses muffling to decrease noise. Bituminous Coal Research, Inc., 912 Oliver Bldg., Pittsburgh 22, Pa.

"Prospectus of the National Federation of Apparel Associations"—Graphic description of objectives of new organization formed to coordinate the interests and purposes of the industry. Headquarters, 311 Colorado Bldg., Washington, D. C.

Welding Manual on Aluminum—Gas welding, arc welding, brazing and soldering, treated in 88-page book for users of aluminum. Rey-

nolds Metals Co., Dept. 47, 2500 S. Third St., Louisville 1, Ky., price \$1.00.

"Design for Arc Welded Steel Structures"—300 pages, compiled by LeMotte Grover, M. Am. Soc. C. E., based largely on standards of American Welding Society, American Institute of Steel Construction and reports of Welding Research Council of Engineering Foundation. Air Reduction Sales Co., Dept. MD, 60 E. 42nd St., New York 17, N. Y. Price \$2.00; returnable after 10-day inspection period.

Pressure-Pack Bulletin—Covering Type B pressure pack well head equipment. Specifications, blueprints, photographs. Known as Bulletin 328, National Supply Co., P. O. Box 899A, Toledo 1, Ohio.

"Hobart Arc Welding News," Vol. IV, No. 2—photos and articles on welding from various locations. The Hobart Brothers Co., Troy 1, Ohio.

"Bijur Window Units," a folder describing windows for visibility of liquid flow; also installation specifications. Bijur Lubricating Corp., Long Island City 1, N. Y.

Permanent Mold Process—Illustrated discussion of physical and mechanical properties of permanent mold gray iron, with suggestions for design of products. Eaton Mfg. Co., Foundry Div., 9771 French Road, Detroit 13, Mich.

"Rway Overtime Calculator"—Designed for saving time and avoiding errors; includes computation of overtime earnings for piece work and other incentive methods. 60 pages, bound in fabricoid and plastic. Price \$15. Rway, Inc., 107 Fourth Ave., New York 3, N. Y.

Laboratory and Production Testing Machines—Series of illustrated data folders, covering testing machines which simulate altitude conditions including sub-zero, cold, relative humidity and vacuum conditions. Bowser, Inc., Refrigeration Div., Terryville, Conn., and Toronto, Canada.

Scientific Equipment—Lens coatings, metallurgical microscopes, portable refrigerated centrifuge, bacteria counters, slide rules, etc., described in 15-page booklet. Burrell Technical Sup. Co., Pittsburgh 19, Pa.

Wire, Rod, Strip—Catalog giving engineering data, size and weight tables for difficult high temperature or corrosive applications. Alloy Metal Wire Co., Prospect Park, Pa.

Vibro-Insulators—Devices of rubber and metal to cushion original equipment and reduce vibration and noise. Vibro-Insulator Types 130, 133, 144 described. B. F. Goodrich Co., Akron, Ohio.

Technical Dictionary—Designed to aid technical men in reading French technical texts; also for translators, librarians and students. Shows English equivalents of French expressions and vice versa in many fields, including metallurgy, mining, electricity, chemistry, mechanics and science. 591 pages, by Francis Cust. Price \$5.00. Chemical Publishing Co., Inc., Brooklyn 2, N. Y.

Induction Motor—Standard Squirrel Cage. Described by Bulletin 720, The Louis Allis Co., Milwaukee 7, Wis.

Turbo-Blowers etc. Described in 16-page booklet, along with rotary compressors and vacuum pumps, by Allis-Chalmers Mfg. Co., Milwaukee 1, Wis.

Katolight Generators—10-page catalog. Kato Engineering Co., Mankato, Minn.

Research Shows the Way—Brochure describing complete research center under construction by The B. F. Goodrich Co., Akron, O., at Brecksville, Ohio, midway between Akron and Cleveland.

History of Operation—1913 to 1946. Valley Lumber Co., and Gloster Lumber and Manufacturing Co., Gloster, Miss. With pictures of plant, roster of employees, statistical information, and other interesting data.

SOUTHERN HORIZONS by Williams Haynes
Publisher: D. Van Nostrand Co., Inc. \$3.75.

The author in the preface refers to himself as "A Damsykee from Connecticut." He confesses some self-consciousness, being often twitted about their blue laws and wooden nutmegs. So, this enforced humility has kept

him from the fault of so many writers who write about the South, from offering gratuitous advice.

He went to college in the South and later worked intimately with a group of Southern industrialists as their chemical consultant.

Some ten years ago, he had a commission from the *Saturday Evening Post* to write some articles and in these he forecast the coming chemical industrialization of the South. Naturally some skeptics pooh-poohed the idea.

The writing of this book today, the author says, is a particularly enjoyable revenge.

While the book is not an exhaustive economic treatise, with no charts, no graphs, no statistics on production, wages or value of products, it is an interesting narrative based on interviews with men actually doing unusual things in the South from Maryland to Texas.

It is well balanced; avoids any long-winded discussion of freight rates, social or political problems, keeping strictly to the economic phases within bounds of the author's experiences.

"Southerners are throwing off that deadening apathy which is a pernicious variety of ingrowing conservatism gone to seed. Their faith has been reaffirmed; their confidence rejuvenated. To a New Englander sensitive to this east of thought, the great revolution in the South is that Southerners are looking, not backward, but forward."

The author hopes this book will give a vivid impression of what is happening in the South and a clearer understanding of what it means to the whole nation.

Coming Events

Pittsburgh, Pa., William Penn Hotel—Sept. 16-20—Conference and Exhibit of the Instrument Society of America. List of technical papers to be presented. Richard Rimbach, temporary secretary.

Chicago, Ill., Edgewater Beach Hotel—Oct. 3-4-5—National Electronics Conference. Papers to be presented; addresses; exhibits. E. H. Schulz, sec., Technology Center, Chicago 16, Ill.

Asheville, N. C., Grove Park Inn—Oct. 6-13—Executive Leadership Clinic. Studies in vocational training; outlines by personnel specialists. Winston L. Parks, research director, 20 N. Wacker Dr., Chicago 6, Ill.

Birmingham, Ala., Thomas Jefferson Hotel—Oct. 10-11—Third Annual Conference of Purchasing Agents of the Southeast, sponsored by Purchasing Agents Associations of Alabama, Chattanooga, Florida, Georgia, Louisiana and New Orleans. Program for development of Southern business. George L. Wilson, c/o Alabama Purchasing Agents Ass'n., Birmingham, program chairman.

New York—Grand Central Palace—First week in Dec.—17th National Exposition of Power and Mechanical Engineering. Exhibits to include first gas turbine proposed for power generation in the utility field. C. F. Roth, exposition manager.

New York—71st Regiment Armory—Jan. 27-31, concurrently with Winter Convention of American Institute of Electrical Engineers. Program for designers, constructors and operators in the engineering of large electrical installations. E. K. Stevens, exposition manager.

Cleveland, O.—Lakeside Hall—Jan. 27-31—7th International Heating and Ventilating Exposition, concurrently with American Society of Heating and Ventilating Engineers.

Delta Appoints Southerners

The appointments of J. J. Medaries, of 419 West Mercer Ave., Atlanta, and Charles P. Knecht, of 1500 Yarmouth Ave., Cincinnati, Ohio, to the positions assistants to the vice-president of traffic for Delta Air Lines, are announced by Leigh C. Parker, Delta vice-president of traffic.

The promotions of Mr. Medaries and Mr. Knecht follow many years of service to Delta. The former, a native of Monroe, La., joined Delta in 1936 when the airline's headquarters were in his home city. His first position was bookkeeper and clerk. Before becoming an assistant to Parker he was assistant comptroller. Medaries is the husband of the former Sybil Herring, of Atlanta. Mr. Knecht has served as Delta's district traffic manager in Cincinnati since his discharge from the Navy in December. He was first employed by Delta in 1935 as a traffic representative with headquarters in Birmingham, his home city. Since joining Delta he has been stationed in Dallas, Atlanta, Cincinnati, and Birmingham.

South Gets Many New Plants

Industrial development in five Southern states served by the Frisco Lines is reported by that carrier to have shown an increased tempo during July, with the location of 16 new industries, representing investment of \$2,301,000. Making up the new establishments were: Arkansas—Concrete products plant, alfalfa dehydrating plant, feed mill; Missouri—Milk processing plant, canning plant, lumber plant, concrete manufacturing plant, electrical storage plant, boiler and sheet iron works; Oklahoma—Coal mine, grain mill, two storage plants; Tennessee—Concrete manufacturing plant; Texas—bulk oil distributing plant, storage plant. Commenting on the situation, J. R. Coulter, the railroad's chief traffic officer says: "Because of the many advantages it offers for development, Frisco territory is fast assuming new importance as industrial leaders seek sites for new plants. Our industrial development department is taking every opportunity to emphasize the possibilities of the South and Southwest for industrial development."

Missouri First in Lead Output

Missouri again ranked first in production of lead, in 1945, and the Southeastern Missouri district continued to be the largest lead-producing area, supplying 44 per cent of the total domestic output. The Tri-State region, of which Missouri is a part, also maintained its leading position as the principal zinc-producing district, with 23 per cent of the national total.

Florida Joins Tree Sponsors

Florida has become the eleventh state to certify tree farms under the nationwide tree growing program inaugurated in 1941. Southern states have a wide lead in the program, 902 of the 965 tree farms in the nation being in the South. Acreage in the South is 7,354,879; in the entire country, 11,804,213.

Future Seen for Memphis Plant

Bright prospects are held out by War Assets Administration for the furfural plant established during the war at Memphis. WAA thinks that within a few years annual consumption may rise as high as the capacity of the plant which is listed as 24 million pounds. Among other uses furfural is applied in refinery extraction of butadiene.

Georgia to Utilize Feldspar

Georgia is out to develop more glass factories in the state, to utilize rich feldspar output much of which hitherto has gone for out-of-state shipments. Garland Peyton, State Department of Mines director states that his department is pushing investigation of possibilities and exploring known deposits for further development.

Huge Texas Pipeline Set

Natural gas to the extent of 305 million feet per day will be piped from West Texas and neighboring areas to the West Coast under an authorized Federal Power Commission project. For 214 miles the pipeline will be 30 inches in diameter, largest ever approved by FPC. Other sections will include 26-inch pipe for 737 miles and 24-inch for 251 miles. Terminals will be at Dumas, Tex., and Santa Fe Springs, Calif. It is estimated that it would require 500 carloads of coal to produce heat equivalent to a one-day capacity of the pipeline.

Southern Coke Usage Grows

Due largely to marked increases in tonnages used in blast furnaces in West Virginia, Kentucky and Alabama, Southern states east of the Mississippi River registered a 28 per cent gain during the war in usage of coke. Substantial increase, though lower in percentage, also came into effect west of the river by reason of expanded blast furnace facilities in Texas.

North Carolina Coal Field To Be Revived

Large scale development of the Deep River Coal Field, eight miles from Sanford, N. C., appears imminent, it is announced by R. Bruce Etheridge, director of North Carolina Dept. of Conservation and Development. The developer is reported to be Walter A. Bledsoe Coal Co., of Terre Haute, Ind., together with John Marshall and associates, coal mining specialists of Scranton, Pa. Prospective revival of the mines follows a special survey showing that the Deep River field has an indicated reserve of 46 million tons of coal. Core drills are said to have confirmed this estimate and even to indicate greater reserves. Deep River coal deposits have been mined intermittently since before the American Revolution.

Texas Fluorspar Surveyed

Recent geological surveys by the Department of the Interior indicate that important deposits of fluorspar exist in the Eagle Mountain region of Texas. Reports of these surveys state that the fluorspar occurs as fissure veins and as replacement deposits in limestone and rhyolite. Quartz and calcite are reported to be the only minerals associated with the fluorite. Fluorspar is essential in the manufacture of such necessities as steel, aluminum, 100-octane gasoline, refrigerants and insecticides. A map of the Eagle Mountain deposits is available from the Director, Geological Survey, Washington 25, D. C., by those directly interested.

Airport Funds Allotted

Appropriations to the states for airport construction under the Federal Airport Act for the fiscal year 1947 have been announced. For the South, the allotments are: Alabama \$591,213; Arkansas \$492,437; Dist. of Col. \$77,955; Florida \$522,151; Georgia \$658,863; Kentucky \$534,101; Louisiana \$523,220; Maryland \$274,397; Mississippi \$495,837; Missouri \$789,721; North Carolina \$680,372; Oklahoma \$621,432; South Carolina \$377,601; Tennessee \$551,531; Texas \$2,081,311; Virginia \$524,064; West Virginia \$342,959. The apportionments, determined by the ratios of population and area to the totals for the United States, must be matched by sponsors of projects, as provided in the Act.

Tung Culture Flourishes

Tung tree culture and tung oil processing is fast becoming a multi-million dollar industry in the South, according to reports from producing regions. Mississippi's BAWI (Balance Agriculture with Industry) reports that this year's crop of tung nuts in southern Mississippi alone will amount to \$2 million. The report briefly but in interesting manner goes on to tell how South Mississippi farmers have combined livestock raising with tung production to help raise even more their economic status.

Better Farming Depicted

Cotton states are now receiving 1001 new educational exhibits from the U. S. Dept. of Agriculture, to show how the "Seven Steps for the Cotton Farmer" can provide greater returns and better living. Panels in the exhibit discuss balanced farming, soil improvement, labor saving methods, insect and disease control, uniform planting, careful picking and ginning, and selling for variety grade and staple. County agents will handle all requests for exhibit material.

Fertilizer Sales Up

For the period, January to July, 1946, fertilizer sales in all but two Southern states were substantially higher than for a year ago, and the decrease in the two, Virginia and Georgia, was negligible. Sales for the South as a whole were nine per cent higher than a year ago. The increase is even more pronounced when compared with sales two years ago, with sales in the South up 250 per cent over that period.

Economic Survey Started

Robert S. Hand, newly appointed industrial engineer, is reported to have started work on an economic survey for the State of Mississippi. County and city officials, as well as chambers of commerce throughout the state will cooperate.

Industrial Expansions

(Continued from page 49)

HOUSTON—Plant—Pacific Fruit Express, San Francisco, c/o L. E. Cartmill, Supt., has plans in progress for construction of cold storage plant on S. P. Tracks, Englewood near Houston; cost approximately \$100,000.

HOUSTON—Garage and Shop Building—Houston Transit Co., 304 N. Milby St., plans shop addition and garage building.

LAREDO—Remodeling—Nittishin Garment Co., let contract for remodeling of old Milano National Bank Bldg., into a store; to cost approximately \$22,000.

LEROY—Locker Plant—Puddy Holze let contract to W. P. Sparks, 1804 West 7th St., Waco, for concrete block locker plant, cost \$22,000.

LAREDO—Remodeling—B. B. Dry Cleaners & Steam Laundry, R. I. Buford, 1100 Matamoros St., let contract for remodeling building at 1100 Matamoros St. to house laundry equipment.

LONGVIEW—Creamery Building—Sunland Dairy Products Co., plan one-story creamery building; to cost approximately \$45,000.

MCALLEN—Building—Southwestern Bell Telephone Co., C. W. Meier, let contract to Noser Construction Co., for two story addition to present building, cost approximately \$30,000.

MCALLEN—Runway—City, Allen F. Vonnay, Mayor, contemplates construction paved runway at Miller Municipal Airport, 3000 foot landing strip, cost \$30,000.

MCALLEN—Bus Terminal—Union Bus Lines, L. D. Harris, Local Mgr., has permit for bus terminal to serve as shop and passenger terminal, cost \$50,000.

MADISONVILLE—Plant—Sam Standley has private plans complete for masonry food processing and storage building, cost \$50,000.

PORT ARTHUR—Factory—U. S. Steel Products Co., plans steel drum factory.

ROBSTOWN & VICTORIA—Plants—Lee Aikin, Corpus Christi, has contract for two bulk cement plants, cost approximately \$75,000; Halliburton Oil Well Cement Co., Duncan, Okla., owners.

SAN ANGELO—Plant—J. B. Stribling, 308 W. Beauregard St., has started work on one-story locker plant, 800 Orient; tar and gravel roof; concrete foundation and floors, cost approximately \$10,000.

SAN ANTONIO—Addition—Roll-A-Way Sprinkler & Manufacturing Co., 2801 S. Flores St., has plans completed for addition to present building, 2801 St. Flores St.; 20x40; concrete block, stucco, glass brick.

SAN ANTONIO—Expansion—Guadalupe Valley Pecan Co., 730 W. Summit Ave., let contract to A. P. Rheiner & Son, 409 Insur-

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Industrial Expansions

(Continued from page 52)

ance Bldg., for building expansion at Summit and Aganier Aves.

TEXAS CITY — Additions — Carbon & Carbide Chemicals Corp., New York, has plans in progress for three pump houses, three electric control houses, gas separation control building, equipment building, compressor building, pump house, furnace building of reinforced concrete and steel construction, cost \$4,100,000.

TYLER — Building — Mosher Steel Co., let contract to Campbell & Kay, for construction of one-story, brick and iron shop building, S. Social St.; work started; cost \$20,000.

VIRGINIA

GLASCOW — Mills — Spinning mill being constructed for Lees-Cochrane Co., at \$1,250,000.

NORFOLK — Facilities — Chesapeake & Potomac Telephone Co. of Virginia, W. W. Stroud, Mgr., has \$152,000 telephone construction project underway; involves placement of nearly eight miles of cable in north and south sections of Virginia Beach.

PORTSMOUTH — Broadcast Station — Robert Wasdon, has Federal Communications Commission permit to construct and operate 1,000 watt radio station.

RICHMOND — Building — Chesapeake & Potomac Telephone Co. of Virginia, plans erection of telephone building at 3910 Hull St.

RICHMOND — Plant — Stone & Webster Engineering Corp., Boston, Mass., has contract for 60,000 kilowatt steam power plant on Potomac River at junction of Quantico Creek, for Virginia Electric and Power Co.

SUFFOLK — Oil Mill and Boiler House — Planters Nut & Chocolate Co., received low bid from Wise Contracting Co., Richmond, Va., at \$183,000 for oil mill and boiler house.

WEST VIRGINIA

ARTHURDALE — Factories — Belfort Corporation, 1602 Union Ave., Leonard L. Rosen, Pres., Baltimore, Md., have acquired three factory buildings for manufacture of bedroom suites and plans to enlarge and erect additional prefabricated houses for workers.

CHARLESTON — Mill — Berkel Woolen Co., Inc., Martinsburg, purchased 150 acre farm as site for new mill.

Shall the Public Be Damned

(Continued from page 46)

tions which are supplemented by readers of the ads who use the coupons to send in contributions ranging upwards from a dollar. We apply the same method in promoting the sale of the Scoville book, for which we hold the copyright. Instead of a publisher's usual first printing of perhaps 10,000, we shoot for low cost and mass distribution of not less than 200,000 on first printing.

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This country does not need or want a Moscow-dictated super-government.

South's Construction

(Continued from page 45)

tion, is almost twice that for the same period of 1945.

Most of the heavy construction total was for dams, drainage, earthwork and airports, the figure being \$153,844,000, with the balance represented by \$34,268,000 for sewer and water projects and \$18,985,000 for government electric projects.

Public building in the South now stands at \$160,996,000, or about five per cent above the \$153,622,000 for the first seven months of last year. A recent order prohibits government agencies from awarding contracts, except in such categories as veterans' hospitals, urgently needed veterans' housing, the atom bomb project and timberland access roads.

Projects already begun, or for which contracts have been awarded, are exempted, as are those involving an expenditure of less than \$3,000. The exemption further covers overseas military installations.

A list of the important industrial developments mentioned in the construction news during the month follows:

\$12,000,000 linerboard and pulp mill, Southern Paperboard Corp., Port Wentworth, Ga.

\$7,000,000 generating plant, Consolidated Gas, Electric Light & Power Co., Baltimore, Md.

\$6,000,000 electrochemical plant, Diamond Alkali Co., Houston, Texas.

\$4,000,000 gypsum plant, National Gypsum Co., Baltimore, Md.

\$3,000,000 box plant, Union Bag & Paper Corp., Savannah, Ga.

\$3,000,000 tire and rubber products plant conversion, Sieberling Rubber Co., Garland, Texas.

\$2,000,000 plant, Alford Terminal Warehouses, Dallas, Texas.

\$1,500,000 plant addition, Utica & Mohawk Mills, Inc., Seneca, S. C.

\$1,000,000 soap factory, Iowa Soap Co., Fort Worth, Texas.

\$1,000,000 steel fabricating plant, Virginia Bridge Co., Birmingham, Ala.

\$1,000,000 hosiery mill, Wayne Knit-

ting Mill, Humboldt, Tenn.

\$1,000,000 plant, Hazel-Atlas Glass Manufacturing Co., Montgomery, Ala.

\$581,000 deep freeze plant, Freeport, Texas.

\$500,000 food processing plant, Skyland Processing Co., Hendersonville, N. C.

\$500,000 plant, Verson Allsteel Press Co., Dallas, Texas.

\$500,000 automobile upholstery plant, National Automotive Fibres, Inc., Louisville, Miss.

\$350,000 improvements, Consolidated Steel Corp., Orange, Texas.

\$321,000 addition, Southern Bell Telephone & Telegraph Co., Orlando, Fla.

\$300,000 warehouse, Titcher-Goettinger Co., Dallas, Texas.

\$280,000 washer and flotation plant, Swift & Co., Fort Meade, Fla.

\$250,000 bakery, Delta Bread Co., Greenville, Miss.

\$250,000 factory, Frostburg, Md.

\$186,000 wharf, Dow Chemical Co., Freeport, Texas.

\$180,000 dairy and ice cream plant, Borden's Dairy, Miami, Fla.

\$150,000 garment plant, Newton, Miss.

\$125,000 factory, Holister Coil Spring Manufacturing Co., Dallas, Texas.

\$125,000 tile plant, E. L. Baker, Fort Worth, Texas.

\$125,000 diesel locomotive shop, Tennessee Coal, Iron and Railroad Co., Birmingham, Ala.

\$120,000 factory, Ajax Management Co., St. Louis, Mo.

\$110,000 addition, Anniston Foundry Co., Anniston, Ala.

\$105,000 factory, Cowan Lumber & Planing Material Co., Linden, Tenn.

\$105,000 warehouse, Carter Milling Co., Lebanon, Tenn.

\$100,000 warehouse and office, Major Appliances, Inc., Tampa, Fla.

\$100,000 veneer and plywood plant, Charleston Veneer Co., Charleston, S. C.

\$100,000 sales and service building, Briscoe Motor Co., Atlanta, Ga.

C & O Boiler Plant

(Continued from page 43)

all carbon has been consumed. Unburned fuel particles dropping in a hopper as the gases travel through the last pass in the boiler are reinjected into the furnace by a blower system. The burned out ash drops into an ash hopper and is carried by pneumatic action to the ash tank outside the boiler house. Hagan combustion control enables any of the four boilers to be operated automatically by a master controller, or manually.

With the type of combustion described a considerable amount of fly ash is generated. To prevent a fly ash nuisance, dust collectors were introduced between the boiler outlet

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BELL TELEPHONE SYSTEM



C & O Boiler Plant

(Continued from page 54)

and the induced draft fans. These collectors remove approximately 90 per cent of all dust and ash which would otherwise be discharged from the stacks to the atmosphere. This equipment, as well as the induced draft fans and stacks, are Thermix manufactured by Prat-Daniel Co.

Considerable attention was given to instrumentation for comprehensive control throughout the plant, using Bailey Meter Co. equipment. Water is supplied to the boilers by two electrically driven and one steam turbine-driven centrifugal DeLaval pumps. A Cochrane de-aerating feedwater heater supplies hot water by recovery of exhaust steam and condensate returns from the shops. Other auxiliary appliances include Cochrane continuous blow-down system, Stets feedwater regulators, Hays CO₂ recorders, and Edward non-return valves.

The interior of the boiler house was finished in color dynamics by Pittsburgh Plate Glass Co. The color plan is designed to minimize eye fatigue, offer maximum ease in differentiating equipment, and increase the attractiveness of working conditions. Experience has proved such treatment is a stimulus to pride in the job and maintenance of cleanliness. Ceiling and bunkers are blue-toned white, fuel feed pipes light blue, boilers green, stokers black, walls buff glazed tile.

The boiler house has proven highly successful in operation. It stands today as an example, in times when interrupted operations have become a common occurrence, of how the resourcefulness of American industry can keep production rolling.

Aluminum Shingles

(Continued from page 41)

Company of America and others show that these early aluminum roofs — in constant service for 40 to 50 years — have required no maintenance and are in perfect condition today. It was not until the recent war brought about vastly increased aluminum production capacity that it was possible to offer aluminum roofing to the average home owner at a low enough price to encourage its widespread use.

Wake Forest

(Continued from page 40)

pledges to erect buildings and a plant to accommodate a student body of at least two thousand.

Although there are sentimental objections involved in transferring the college from Wake Forest westward to Winston-Salem, to say nothing of an already established faculty, many of whom own homes and property at the present site, the advantages of moving must be realized.

80 per cent of North Carolina's population and Baptist membership lies west of Wake Forest, with four of the seven Baptist colleges in the state being found in the eastern part. Situated in eastern North Carolina are universities and colleges representing investments of over \$100,000,000, but in the west the colleges represent a sum of only \$25,000,000. In the area adjacent to Raleigh can be found 75 per cent of the investments made for higher education in North Carolina. Only recently the University of North Carolina at Chapel Hill received from John Motley Morehead a gift of \$1,250,000. Many more millions of dollars will be spent on a proposed medical school at Chapel Hill if passed. The western portion of the state needs and welcomes a first rate college and medical school.

Industry, agriculture and water power are factors in the decision of Wake Forest to locate in Winston-Salem. These combined forces are responsible for the steady westward movement of the center of population. Today approximately 95 per cent of all major industries and 100 per cent of the North Carolina water power is found west of Wake Forest.

In pointing out the advantages of the move, the limitations of the present plant cannot be over-emphasized. It is agreed that since other institutions in the state are growing, Wake Forest must do the same in order to come up to the educational standards of North Carolina. The present income probably never would become sufficient to provide a faculty needed for the constituency looking to Wake Forest for leadership.

The following statement was presented by the Board of Trustees at their March 26 meeting: "Such a

magnificent gift as is involved in this proposal not only stirs the emotions of deepest gratitude but also challenges us to highest endeavor. We are humbled by the thought that Wake Forest College has thus served North Carolina in a way to attract an investment of such magnitude."

Frisco Car Program

(Continued from page 39)

shipped in boxcars. But bag material was scarce and boxcars busy. If cement could be moved in bulk much time and money could be saved and so reduce building costs.

To meet this need, Mr. Lutz was directed to build, as quickly as possible, a fleet of covered steel hopper cars. These cars, weatherproof and sturdy, handle bulk cement shipments perfectly and can be used for many other commodities, especially as substitutes for boxcars in the movement of grain during the Western harvest season. This building program still is in progress although many of these cars already are on the rails.

The system had a large number of old gondolas which, while still serviceable, were in need of repair. Rather than make extensive, and expensive, repairs, it was decided to rebuild them as panel side cars. The panel side is a patented construction making a bulge between the upright supports and the change from flat side to panel side increases the cubic capacity of the car 96 cubic feet. Nine hundred cars are being so rebuilt and when completed this program will, in effect, add two complete trains to the Frisco fleet.

For greater speed and operating safety, all cars in the Yale program, whether new or rebuilt, are being equipped with A-B airbrake equipment replacing the slower K series triple valves. These brakes are the same as those used on passenger equipment and cut starting and stopping time of the car almost half, as well as giving a more positive action.

Following Frisco policy of buying, wherever possible, from those who patronize its lines, most of the steel used in this huge program comes from Birmingham and other southern mills. The work is being done by regular Frisco employees, more than

(Continued on page 58)



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Frisco Car Program

(Continued from page 56)

200 skilled mechanics and many laborers being used.

The program still is growing. As new need becomes apparent and as money and materials are available, Mr. Worman asks for and Mr. Thompson grants authority for more construction in Yale Yard. Almost daily Mr. Clark receives specifications for additional work, which he passes on to Mr. Lutz. How large the program will become probably depends on the speed of reconversion in the South and the availability of materials.

Frisco, a Southern railroad, serving the South and spending its money in the South, has its aim on a larger and more progressive industrial Southland. And to sustain that aim it is driving to provide the best and safest transportation in the territory it serves.

So as this is written the hum of industry throbs in Yale Yard. Men and machine labor mightily that the South, and the nation, may be served. Because of this industry there is money in Memphis pockets, food on Memphis tables. Transportation money spent by Southerners returns to the Southland and the big reconversion push is on.

Midwest Research Institute

(Continued from page 37)

relation of physical properties of wheat to the baking qualities of flour. The investigation was urged by the Kansas Hard Wheat Improvement Association and individual millers and bakers in this region. In recent years many new strains of wheat have been developed

which have given superior yields and are drought and rust resistant but most inferior for milling and baking. The Institute proposes to approach the problem by determining the characteristics and physical state of the protein through the co-ordinated forces of the various sciences which has not been done in previous research studies. It is the hope that through predetermination of baking characteristics of wheat to recommend methods of upgrading flour. This may be accomplished through treatment of the wheat or more extensive plant breeding.

Experiments in the past few years in the chemical treatment of soils to prevent penetration of surface water or the capillary rise of moisture from below proved so successful that chemicals were developed for our air forces for the treatment of airports, particularly in the humid regions of the South Pacific. The war research has been so successful that the Institute will make a study of the soils in this region to determine the most effective chemicals to stabilize and waterproof barn and feed lots, driveways, secondary roads, recreation fields, parking lots, etc. The treatment will be inexpensive and can be applied with ordinary farm machinery.

Research has shown that farmers are substantially decreasing the nutritive value of forage in the field with the present methods of curing. The usual procedure in farming operations is to cut the hay in the morning and windrow it after drying. The result is a considerable loss of leaves through scattering and bleaching. When it is considered that the leaves carry 60 to 75 per cent of the total protein in hay, a

method of quick curing would enhance the value through preservation of nutrients and upgrading.

The Midwest Research Institute will carry on an investigation that will be centered on economical methods for curing hay almost immediately after cutting by using hay driers and loft blowers. Tests thus far conducted have demonstrated that 83.6 per cent of the hay cured with this method graded No. 1 and No. 2, while 78.5 per cent of the sun-dried, or field-dried, graded No. 3 and sample. It is through retention of leaves, stopping of respiration, enzyme action and fermentation that feed and market value may be considerably enhanced.

The preparation of fibers from natural vegetable sources for the production of cordage and special-purpose textiles, and the utilization of agricultural and animal wastes for the preparation of synthetic fibers is of tremendous importance. The Institute expects to develop considerable use of fibrous materials as reinforcers of plastic products since they aid in controlling shrinkage and prevent shattering.

The Institute's scientists visualize many possibilities in wood-technology. At present only about 30 per cent of the mill-run product is utilized and the balance wasted. Through new processes researchers claim mill wastes can be reduced to a minimum. Chemical treatment of wood already has provided complete resistance to fire, termites and rot. The future opportunities in resin-treated laminated wood and structural plywoods are many. Much progress has been made in the treatment of mill wastes with chemicals to develop cellulose and also lignin

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which, with the addition of a plasticizer and fillers, produces plastics. The furniture industry is interested in further development of wood having plastic surfaces which would not scratch or be subject to impact for after the treatment it would be hard as steel.

A farm project recently undertaken at the Institute under private sponsorship concerns the development and application of kafir or sorghum-type grains for the production of the waxy maize type of starch. The first step is the development of a proper type of grain. The work will be done by a state college with the Institute guiding the agricultural specialists from a chemical standpoint by determining the type of starch from the various grains the cross-breeds develop.

The sorghums can be grown from the Dakotas to Texas, but up to the present time there have been few industrial outlets for the grain.

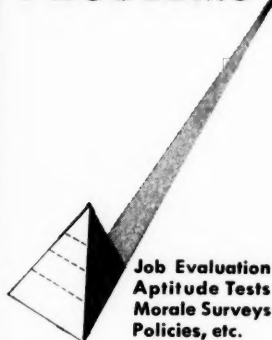
Scientists generally assert that the miracles of the future are wrapped up in the non-fuel uses of petroleum and natural gas from the standpoint of chemical extraction and the many new uses to be found for them. It is considered that one chemical of the many recovered from natural-gas propane offers one of the greatest opportunities for research, yet even the methane and ethane offer great opportunities for the manufacture of formaldehyde, alcohol, plastics, and motor fuel. Butane is now largely used for the manufacture of motor fuel but has been most useful in the production of butadiene for synthetic rubber. By proper arrangement of the atoms all known organic compounds, and there are over one-half million of them, can be made from natural gasses.

The region possesses large quantities and varieties of excellent pottery and refractory clays. The quality of refractory or firebrick clays is excellent and in ready demand for use in high temperature metallurgical processing. Considerable quantities of clays are available for the heavy clay industry for use in the manufacture of sewer pipe and drainage tile. There are also large deposits of tripoli, volcanic ash and bentonitic clays. The tripoli and volcanic ash find ready use in scouring and polishing compounds while

bentonite is used for filtration and clarification purposes. The biggest factor is to enhance the value of raw materials through the development of high-valued products. This holds true in clay, for instance, as it becomes more important when used in producing finer products such as chinaware and artware instead of ordinary bricks.

Compilation of regional resources maps is an important undertaking of the Institute as industries are interested not only in the resources available but quantity and quality. The Institute already has made considerable progress in such designations in the states of this region. It is expected that the resources mapping will be supplemented with some geological exploration in collaboration with a committee of state geologists of the area to be carried on with industrial utilization of the resources as a guide.

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Idle pennies—Poor Richard to the contrary—earn no other pennies. The Virginia Engineering Company treats pennies like the precious, potential empire builders they really are. No matter what today's building problems may be, remember that tomorrow is just a flip of the calendar. Alert Management plans now for tomorrow. Let us prove to you that as quickly as conditions permit we can put your extra pennies to work—show you that "working" pennies will make extra sense and extra dollars.



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Contractors to American Industry
WE BUILD TO YOUR DESIGN

Air Freight Service

(Continued from page 35)

which were purchased from the Reconstruction Finance Corporation. The ships came off the production line shortly before VJ Day and were never placed in service by the Army Air Forces. After being converted, the planes will carry 11,000 pounds and have a cruising speed of 205 miles an hour, making them the biggest and fastest twin-engine commercial cargo ships in operation today.

Incorporated for more than \$1,000,000, the company then leased from the city of San Antonio a portion of its Municipal Airport—a section which had been used by the army during the war. Located on the north side of the field, the section contains a hangar and numerous small buildings which have become the home base of Slick Airways. When the army moved out of its operations and maintenance buildings, Slick moved in.

The first opportunity for the new Texas company to render a service to fellow Texans was the "Texas Brags" dinner in Washington early this year, an occasion for Texans in the nation's capital to get together and spin some of their colorful yarns. For the affair, Slick Airways set down a plane in the lush Rio Grande valley, loaded it with every known type of Texas produce—even including rattlesnake meat—and carried it to Washington overnight. The plane landed within two minutes of its scheduled arrival time.

Later, the largest department store in the state, Joske's of Texas, chartered a Slick plane to haul five tons of merchandise overnight from New York to San Antonio. It was the first time in history that so large a consignment ever reached Texas from an Eastern trade center in 12 hours. Loaded into a plane at Newark one afternoon, the merchandise, which arrived in perfect condition, was in the store the next morning before opening time. Joske's officials were elated over the delivery of some prized items, the first pre-war type cuttings of women's slips in black and navy blue, which they had not expected until several days later under the usual rail shipment procedure.

Early in March, Slick signed its first major contract. It was with Time, Inc., to haul approximately 50,000 copies of its news magazine from Chicago to Fort Worth each week, thus materially reducing the delivery time to readers. Two Slick planes carry the ten tons of magazines to Texas in less than eight hours.

Earl F. Slick, the president of the new concern, is a former Air Transport Command pilot and son of the late Tom B. Slick, nationally known independent oil operator. Vice President Dunlap was an army colonel who commanded both the Homestead, Fla., and Charleston, S. C. transport pilot training bases. The key personnel are all recently discharged veterans, most of whom had direct contact with military or naval aviation.

Atlanta's Future

(Continued from page 34)

merce reveals, was double that of any previous year in the city's history with the single exception of the year in which the bomber plant itself was constructed.

But even more astonishing has been the record of economic progress thus far this year. The Industrial Bureau reports that during the first six months of 1946, a total of 93 new manufacturing plants have been announced or construction started—and about 80 per cent of them are local concerns, a trend becoming more and more pronounced in the South. When full production is reached, these plants will employ 12,303 persons. In addition, 28 out-of-town concerns established resident offices in Atlanta during the six-month period, and these employ 1,265 persons. The estimated annual payroll of the new concerns and resi-

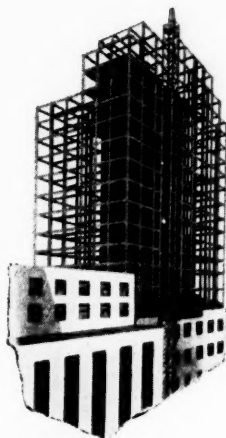
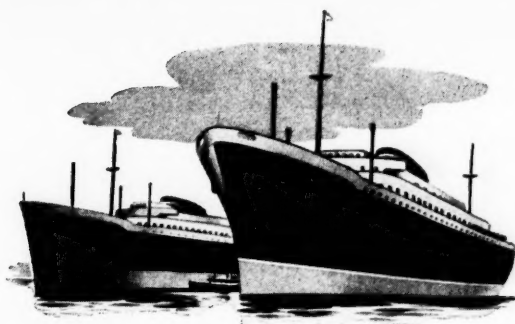
(Continued on page 64)

Temperamental Peanuts

Interesting facts on peanut production are presented in a survey of peanut research put out by Southern Research Institute, Birmingham, for the National Peanut Council, Atlanta.

It is disclosed that peanut yield is quite variable. In the Virginia-North Carolina area, yield per acre runs around 1,000 pounds; in the Georgia-Alabama-Florida field, 600 to 700 pounds; in the Texas-Oklahoma belt, 400 to 500 pounds.

It is further explained that peanuts do not respond to fertilization of soil in the same manner as other crops. Potassium, recognized as essential to plant growth including peanuts, has been found to have actually deleterious effects when added artificially to the soil in which peanuts are grown. Research is still engaged in trying to solve this anomaly, as well as other peculiarities of peanuts with respect to artificial fertilization.



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Our forefathers, united in the common task of carving America from a wilderness, had few tools with which to work. A mutual interest, cooperation and the will to do an honest day's work were the pioneer virtues which helped them overcome mighty obstacles. Industries, realizing the need for such virtues today, will find that the pioneer spirit still lives in Mississippi. The people of Mississippi today are investing their money to build plants for industries under the BAWI plan. They have a common interest in the industrial expansion of their state. To them, industrial employment is not just a job — it's a future — a future they're willing to work for.

The trail blazed by the pioneer through Mississippi in years gone by is still evident throughout much of the state. Why not get away for a while and relive the exciting history of this charming Deep South state? You'll find it exhilarating and restful.



Ask for a confidential report on Mississippi's industrial opportunities.

MISSISSIPPI AGRICULTURAL AND INDUSTRIAL BOARD
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(BAWI Means "Balance Agriculture With Industry")



The CIO Goes Fishing-- The Big Ones Got Away

The publications of the CIO, and those newspapers and magazines which are completely dominated by its policy, have made much of the great "gains" and "progress" which they have reported in that organization's drive to organize the South.

An analysis of some of these victories, coupled with the news of the CIO set-backs which somehow never manages to make an appearance in the leftist press, paints a revealing picture.

Some of these are indeed victories for the CIO; such a one is the election at the Masonite Corporation in Laurel, Mississippi, where the CIO triumphed over the AFL by a margin of some 150 votes. But these untainted successes are few and far between.

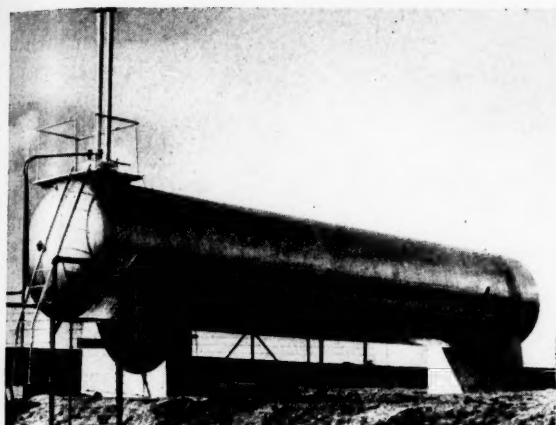
The *Daily Worker*, New York-printed Communist publication, made much over the "unanimous votes" in favor of the CIO which were run up at the Blanton Plow Company at Rome, Georgia, and the Ideal Leather Company, in Morristown, Tennessee. What it carefully neglected to mention was that the total vote in the former concern was 46 employees, while the latter mustered a rousing 27.

While this can hardly come under the head of objective reporting, it is a not unusual occurrence. The *Daily Worker* claimed CIO victories in 25 Southern establishments. Of these, 13 have so far been identified by name, of which three elections involved 200 or more, two involved 100 to 200, and the remaining eight ranged from 51 to 9.

Contrast these with the following figures, all of them representing CIO defeats, but none of them given wide circulation in the press: Whittier Mills, Atlanta—500 employees; Eno Cotton Mills, Hillsboro, N. C.—700 employees; Arista Mills, Winston-Salem—800 employees; May-McKuen-Kiser Company, Burlington, N. C.—1,000 employees; J. G. Scheriff Company, Andalusia, Ala.—1,200 employees; Goodyear Clearwater Mill, Cedartown, Ga.—1,200 employees; Standard-Coosa-Thatcher Mill, Chattanooga—1,300 employees; and Proximity Whiteoak Mill, Greensboro, N. C.—2,500 employees.

The publicity in this battle has been extremely one-sided. Naturally the CIO would no more publicize these defeats than would a boxing manager whose promising white hope has accepted a fight out of town and gotten roundly trounced. It is up to management to exercise one of the few facets of free speech still open to it under the Wagner Act and see that word of such CIO defeats is widely circulated. Most newspapers will give such reports space in their news columns, just as they do the accounts of CIO victories, for both are assuredly news.

The moment you abate anything from the full rights of men to each govern himself, and suffer any artificial positive limitation upon those rights, from that moment the whole organization of government becomes a consideration of convenience.—Burke.



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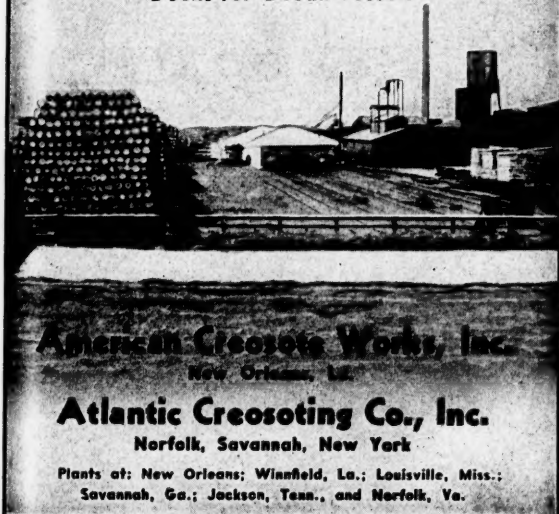
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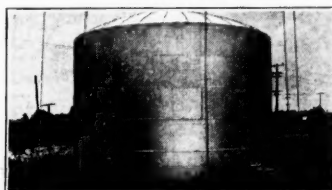
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Atlanta's Future

(Continued from page 61)

dent offices is \$27,248,000.

In addition to these new establishments, Frank K. Shaw, industrial engineer of the Industrial Bureau, discloses that there is nearly an equal number of new plants definitely "committed" to build in Atlanta within the next 12 months to five years. Succinctly, Mr. Shaw put it this way: "These figures may sound fantastic in the light of prewar experience, but I can assure you that they are real and that the Atlanta area has already become the largest industrial metropolis of the South."

Atlanta's principal prewar manufacturing industries were of the type in which reconversion presented a minimum problem. In the case of textiles, bulk chemicals, forest products and the like, conversion to war production permitted the utilization of their own machinery and their own tested production methods. Other plants in the Atlanta area which installed additional or supplementary machinery during the war

find today that they can utilize these machines to produce a more diversified and, in some instances, a higher value product.

Here are some of the other major industrial projects upon which Atlanta is basing its hopes for continuing progress:

Construction by Owens-Illinois Glass Company of a large glass container plant upon a large tract of land which it already has purchased.

Erection by Crown Cork and Seal Company of a factory to make metal closures and filling and crowning equipment for the soft drink industry upon property which it has acquired.

Construction of a cheese plant by Kraft Cheese Company.

Erection of a paints and finishes plant by E. I. du Pont de Nemours and Company.

But these are only a few: A full accounting would run into pages. It is the channeling of adequate materials into the construction industry which will provide the great stimulus for a vast building program.

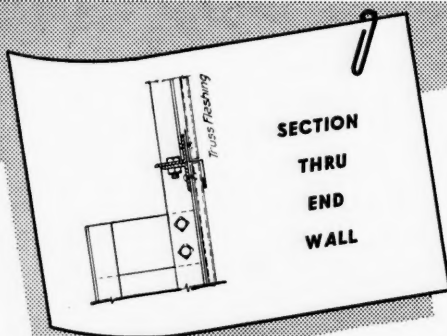
Moreover, the metropolitan At-

lanta area is on the verge of a face-lifting program designed to spur its progress among the chief cities of the nation. A \$40,400,000 bond issue—divided jointly between the City of Atlanta and Fulton County—is to be voted upon in August. If passed (and it is expected to be), the issue would provide nearly \$100,000,000 worth of improvements, when supplemented by Federal aid. These specific improvements, among others, are contemplated:

A highway and traffic program to relieve congestion in the metropolitan area and speed up traffic through provision of expressways, overpasses and other traffic innovations; municipal airport enlargements to accommodate an ever-increasing volume of air traffic; a large addition to the Municipal Auditorium, Fulton County Courthouse and other public buildings; a huge program of school improvements, including elimination of portable buildings, and expenditures for sewers, libraries, parks and the fire department.

Atlanta's progress, however, is not limited to building alone or to

(Continued on page 66)



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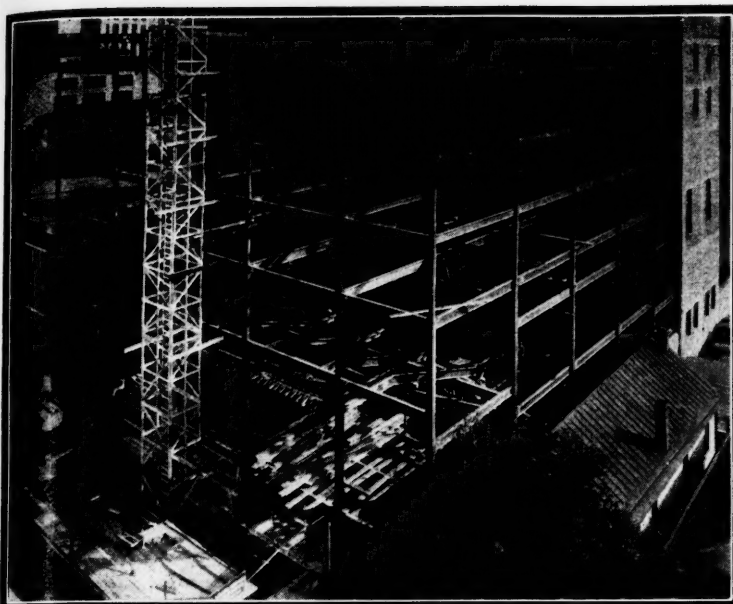
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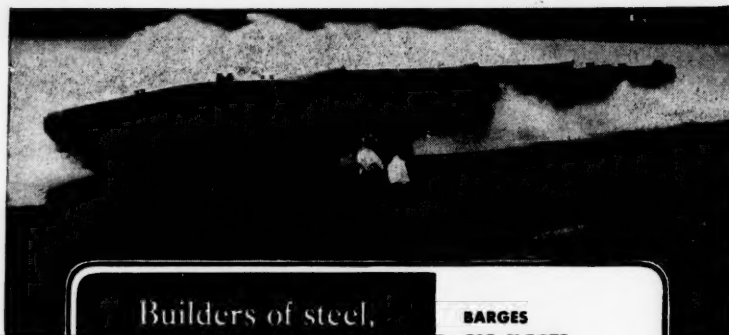


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UNITED STATES STEEL

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WISCONSIN
Air-Cooled Engine
IS AVAILABLE IN 4
SIZES . . . 4 TO 9 H. P.

Illustrated above is the Models AEH to AHH series of 4-cycle single cylinder Wisconsin Air-Cooled Standard Engines, to which the following specifications apply:

MODEL	AEH	AFH	AGH	AHH
Bore.....	3"	3 1/4"	3 1/2"	3 5/8"
Stroke.....	3 1/4"	4"	4"	4"
Cu. in. Displ.....	23	38.2	38.5	41.3
Hp. Range.....	4-6	5-7	6-8.5	7-9
Weight.....	130 lbs.	170 lbs.	175 lbs.	180 lbs.

If your equipment calls for an engine within the above power range, it will pay you to give serious consideration to the Wisconsin line . . . noted for rugged, heavy-duty serviceability and thorough-going dependability.

In addition to the engines listed above Wisconsin 4-cycle single cylinder engines are also available in 2 to 4 hp. sizes, and V-type 4-cylinder engines can be supplied in a power range of 13 to 30 hp. Detailed data furnished on request.

WISCONSIN MOTOR Corporation

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World's Largest Builders of Heavy Duty Air-Cooled Engines

Atlanta's Future

(Continued from page 64)

face lifting. There is under way a strongly concerted movement to make the city one of the important wholesale marketing centers of the nation. There have been rapid achievements in this direction in recent years, especially in the field of garment manufacturing. Five of the Southeast's major trade groups have established seasonal showings—most of them thrice annually—in Atlanta.

For example, the Southeastern Travelers Exhibitors, Inc., a trade group selling men's, women's and children's ready-to-wear and accessories, during its last exhibit, drew an attendance of more than 6,000 buyers, and it has recorded for its showings sales well in excess of \$6,500,000, according to officials.

Five thousand or more buyers attend the Southeastern Homewares and Gift Show, where sales also mount into the millions. The Southeastern Men's Apparel Club and the Southeastern Men's Retailers Association exhibits attract thousands of buyers and book millions of dollars worth of orders each year.

Thus far, lack of adequate space for these displays has provided the chief handicap for their expansion in Atlanta, but plans are in the making for construction of a large furniture and merchandise mart, although progress recently on this project has been stalemated. In this respect, it is interesting to note that about 70 per cent of the nation's work clothing is produced in the South—the majority of it within a 50-mile radius of Atlanta.

Garment manufacturing obtained its first real impetus in Georgia in 1941; but today executives in this field predict that eventually this area of the South will become the producer of nearly all of the work clothes, semi-dress pants and sports ensembles in the nation. Major factors in the growth of the clothing market, in the opinion of Harry Lane Siegel, executive secretary of the Atlanta Manufacturers and Distributors Association, are better styling of garments, ease of accessibility to this market itself and shipping facilities which permit overnight delivery to almost every point in the Southeast.

A new economic survey of the South indicates a \$375,000,000 home-building boom for Georgia—a program in which Atlanta is expected to share lavishly. The survey, made for Rich's department store in Atlanta by a group of economists, aided by Government housing agencies, building supply associations and real estate boards, indicates that the program will include at least 82,500 units, with an additional 50,000 rural buildings expected to be erected within the next three years.

The same survey found that Georgia's population is expected to increase by 300,000 in the decade which began in 1940. The Atlanta metropolitan area's population today is estimated at 529,000, with 333,000 persons residing within the city proper. The metropolitan area figure represents a gain of 49,174, or 10.2 per cent, since April 1, 1940.

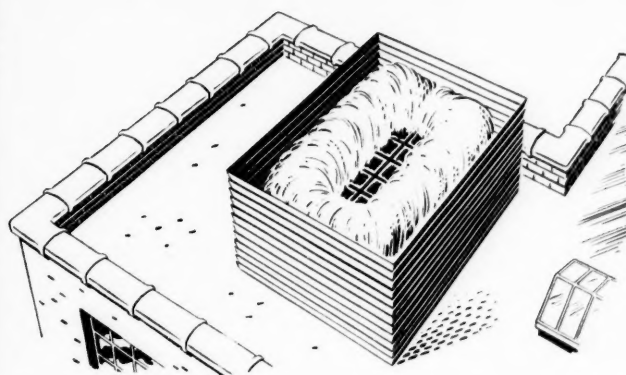
Atlanta, however, is growing not only industrially and population-wise, but it is growing also as a distribution center. Today there are in the area well over 150 branch manufacturing plants, about 1,000 distribution and warehouse operations, and approximately 2,000 selling and service offices. Available space in the city is jammed, but relinquishment of offices by government agencies—already well under way—is expected to provide impetus for a greater influx of branch offices of national concerns.

As Frank K. Shaw points out, no longer can industry, generally speaking, hope to serve the entire nation from a single operations point. Industry has learned that it must adjust itself to its markets. It also has learned that Southern markets have expanded enormously within the last quarter-century and phenomenally within the last few years. Retail sales in Atlanta alone—more than \$303,000,000 last year—had amounted to only \$165,106,072 in 1929. Similarly has business activity in nearly every other field soared in recent years, stepping up the trend which began before the war.

Take, for example, air express shipments, which rose from a total of 37,442 pounds—incoming and outgoing—in 1944 to well above 52,000 pounds last year.

Atlanta is growing, too, as a center of air travel with some of the

(Continued on page 70)



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South Carolina

WHERE RESOURCES AND MARKETS MEET

North Carolina Industry Gains

North Carolina industry experienced what is believed to be a record breaking growth in the first six months of 1946, according to the report of Paul Kelly, Assistant Director of the Department and head of the Division of Commerce and Industry, made to the summer meeting of the Board of Directors of the N. C. Department of Conservation and Development at Morehead City.

One hundred eighty-one new industries and an even 100 expansions within existing industries, providing jobs for an estimated 28,638 new workers, requiring an approximate \$62,491,500 in new capital investment, to provide an estimated \$47,939,000 in new annual payrolls are listed in the summary prepared by Philip Schwartz, Industrial Analyst.

As compared to the over-all 1945 figures, which were thought at the time of their release last Spring to constitute the most rapid industrial growth in any similar period in the State, the first six months of this year showed 181 new plants (in operation or in such projection as to be definitely reportable) to 225 for all of last year; \$29,000,000 to \$47,000,000 in approximate investment; 17,000 to 16,000 new workers; and \$29,000,000 to \$21,000,000 in approximate new annual payrolls.

In 1945, new textile industries (all types) were predominant with a total of 78 out of 225, or approximately 34 per cent. This trend has continued steady and even stronger in the first six months of 1946, with a total of 96 out of 181, or approximately 53 per cent. Textile mill products, with an approximate 39 per cent, and apparel and other finished products, with an approximate 16 per cent, second and fourth respectively in the new comparison scale, seemed certain to establish.

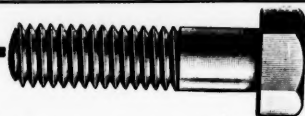
Continuing, too, the state's record as the leader in furniture and finished lumber products, new industries in those categories were 16 per cent of the total. Surprising, and heartening to state leaders, was the 8 per cent shown in food and kindred products in a state which raises much but has processed little food commodities. And the 6 per cent attributed to miscellaneous indicates that the recent efforts of the State Planning Board and other agencies toward the development of original new industries using North Carolina commodities is taking effect.

This latter trend is shown even more clearly in the approximate investment figures which show, for miscellaneous in new and expanded industries over \$14,000,000, second only to textile mill products with \$39,000,000. Food and kindred products was third with \$3,250,000, with other classified divisions following in order: apparel and other finished products \$940,000; chemicals and allied products \$840,000; furniture and finished lumber products approximately \$800,000; electrical \$750,000; stone, clay and glass products \$400,000; lumber and timber basic products \$265,000; machinery \$30,000. Expansion in tobacco plants, with no new industries reported, amounted to \$2,000,000.

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MILTON, PENNSYLVANIA

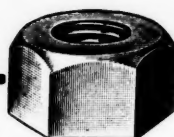


Hexagon Head Cap Screws

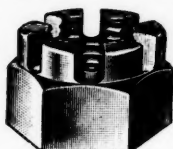
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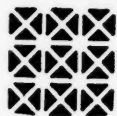


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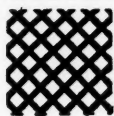
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ATLANTA, GA.

Atlanta's Future

(Continued from page 67)

nation's major lines seeking to include the city on their routes.

Recent innovations in air service are bringing each day to Atlanta numerous shoppers from other points in Georgia who now can fly from their homes to Atlanta, do their shopping leisurely and return home on the same day and in time to prepare their dinners for the working head of the family. Albany Airways set the pace in this field by inaugurating a service which brings Albany, Ga., shoppers into Atlanta each morning, takes them home again in the late afternoon. Davison-Paxson Company, affiliate of R. H. Macy & Company, promptly announced that it would inaugurate a service to bring the Albany shop-

pers from the Atlanta Municipal Airport to its huge downtown store and serve them lunch as its guests.

The *Atlanta Journal*, seeing an opportunity to broaden its service to its readers, met Albany's Airways' pilot on the first flight into the city and contracted with him to deliver to Albany copies of the publication's night final, or markets edition. These newspapers now arrive in Albany not long after they appear on the streets in Atlanta.

Since then, two additional flying services have announced plans to bring the shops and department stores of Atlanta within an hour of south Georgia shoppers. Both of the latter two—Dixie Airways and Southern Charter Services, Inc.—are operating out of Tifton, Ga.

Not only air developments but

river developments, too, hold promise of enhancing Atlanta's position as a major center of commerce and trade. Plans are in the making for developing the Chattahoochee River, including a project which envisages making the river navigable between Atlanta and Columbus, Ga., thereby broadening the potentials of foreign trade. Manufacturers foresee the export of cotton gin parts to South America, chemicals to Central America, hosiery, shoe laces, stoves to Cuba, cosmetics to Central America and South Africa, drugs and sundries to Mexico—all as a mere beginning.

Financially, Atlanta is in sound position. Under the leadership of Mayor William B. Hartsfield, the city has reduced its bonded indebted-

(Continued on page 72)

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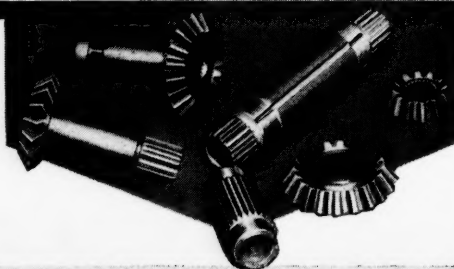
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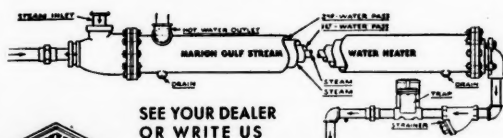
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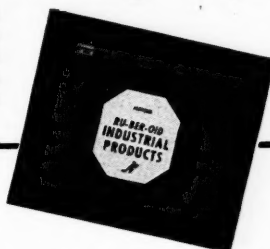
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Atlanta's Future

(Continued from page 70)

ness from \$13,990,000 in 1937 to \$7,088,000 today.

A Census Bureau survey recently disclosed that Atlanta was one of 137 metropolitan areas in the nation in which the industrial and population shifts made during the war are expected to stay. The city was not pleased at this conclusion, but not surprised. Since the end of the War Between the States, Atlanta has made many gains, has always managed to retain them. Today, its high hopes are based on many factors, perhaps foremost among them being the largest pool of skilled and semiskilled labor it has ever possessed. There are also these factors to buoy the area's expectancy: Rising wage levels, tending to offset previous regional differentials; a growing regional market for its own products; an increasing awareness of the importance of research, significantly at the Georgia School of Technology; the ingenious utilization of war-engendered skills in the opening of new businesses, and a definite march toward the sinking

of local capital in new business ventures.

Atlanta's famed "Five Points" is reputedly one of the five most valuable corners in the world. This junction, in the very heart of the business district, is where Stephen H. Long, an engineer, in 1837 drove a stake which marked the end of the Western & Atlantic Railroad—a line created by the Georgia Legislature. It was then that Atlanta's progress began. Into this area—once designated Terminus, later Marthasville, railroad lines began to flow. The city became a vital transportation center in the heart of Dixie.

It was in 1864 that Sherman destroyed the city—but not for long. Phoenix-like, it rose from its ashes, then started its march of progress which continues more rapidly apace today than ever before in its history.

Tennessee Dam Fund Approved

The Senate Appropriations Committee has approved a sum of \$14,000,000 for completion of two dams in upper East Tennessee which were started but not completed before the war. One of the projects is on the Watauga River, the other on the Holston. Senator McKellar is credited by the Knoxville Journal with having been responsible for getting the appropriation approved.

Southern Mills Qualify for Jap Silk

Among successful bidders for Japanese raw silk, announced by Reconstruction Finance Corp., through its subsidiary, U. S. Commercial Co., are: Hudson Hosiery Co., Charlotte, N. C.; Miller-Smith Hosiery Mills, Chattanooga, Tenn.; Alabama Hosiery Mills, Decatur, Ala.; Mock, Judson, Voehringer Co., Greensboro, N. C.; Pilot Full Fashion Mills, Inc., Valdese, N. C.; Waldensian Hosiery Mills, Inc., Valdese, N. C.; Port City Hosiery Mills, Inc., Wilmington, N. C.; Claussner Hosiery Co., Paducah, Ky.; Jack Feinberg & Son, Rock Hill, S. C.; Silver Knit Hosiery Mills, Inc., High Point, N. C.; Saxon Hosiery Mills, Corinth, Miss.; Dothan Silk Hosiery Co., Dothan, Ala.; Lyerly Full Fashioned Mills, Hickory, N. C.; Durham Hosiery Mills, Durham, N. C.; Se-Ling Hosiery Inc., Nashville, Tenn.; Lynchburg Hosiery Mills Inc., Lynchburg, Va.; Laurens Hosiery Mills Inc., Laurens, S. C.; Chadbourne Hosiery Mills, Charlotte, N. C.; Tower Hosiery Mills, Inc., Burlington, N. C.; Interwoven Stocking Co., Martinsburg, W. Va.; Bossang Hosiery Mills Inc., Asheville, N. C.; Vance Knitting Co., Kernersville, N. C.; May McEwen Kaiser Co., Burlington, N. C.; and Sidney Knitting Mills, Burlington, N. C.

Dixie Shortline Dieselizes

The Atlantic and East Carolina Railway is reported to be the first short line road in the nation to use mainline diesel locomotives. Two 1,350 horsepower diesels are already in operation, with a third scheduled for delivery later in 1948. According to announced plans, diesels will ultimately replace entirely the steam engines formerly used by the road, and distinct improvements in versatility and operating costs are expected to result.

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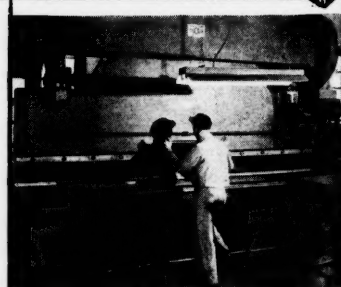
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NEWPORT NEWS, VIRGINIA

Textile Labor Situation

(Continued from page 34)

ern state is claimed by George Googe, at Atlanta, AFL operations general chairman. The 106 affiliated national and international unions have 1,800,000 members in the South. They are directed by 2,000 officers, 400 business agents and 70 special field organizers, the AFL reports. About 200 communities are focal points in the decentralized AFL campaign, with the State leadership reposed largely in each

State Federation of Labor.

Rivalry is intense between the CIO and AFL.

Mr. Googe has said that the AFL "hardly feels the compulsion so apparent in the somewhat feverish gyrations of the invading organization (CIO) for an unending regime of noise and ballyhoo." Further, Mr. Googe has commented: "The innate weakness in policy and structure indicated by this CIO hysteria operates as a defensive mechanism, which AFL naturally does not need as it

does not intend to operate defensively."

As if in answer, CIO emphasizes that its "developing success is due to a practical approach—no impossible promises, no old-fashioned, rabble-rousing emotionalism . . . but dependance upon law and accepted legal procedures."

Each union, however, has been explicit in decrying Communism and in denying any taint of "fellow travelers" in its ranks. Careful also is each union to avoid injecting the racial equality issue into its current operations in the South. CIO spokesmen further have voiced definitely their defiance of the resurgent Knights of the Ku Klux Klan.

Early in August, Mr. Bittner reported 49 collective bargaining elections already won by CIO in the South. The report said, as of August 1, that the CIO had on file with the National Labor Relations Board 107 additional applications for certification as local unions' collective bargaining agent. A "flood" of petitions from Carolina textile centers was reported by George Baldanzi at Charlotte, CIO operations vice-chairman.

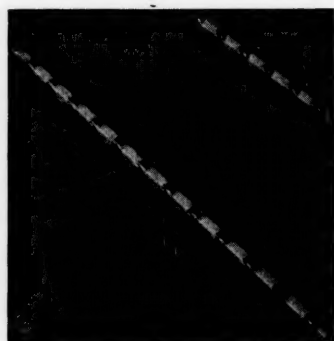
CIO said their organizers also are active in the hosiery, lumber, furniture, tobacco, chemical, oil and packing industries from Virginia through Texas.

Southern business is watching the CIO spearheads more apprehensively than the AFL expansion. CIO tactics provides for drives on key zones, especially along the operations line of the TWUA.

In North Carolina, CIO's announced main objective is the \$50,000,000 Cannon Mills chain, at Kannapolis, with November 1 set as the date for completing unionization of the 20,000 workers. The secondary objective is the 104 small mills in Gaston County, employing fully 20,000 workers.

The CIO describes the Cannon Mills as the largest single employer in the cotton textile industry and asserts that "the pattern set by union mills is always duplicated by the Cannon chain."

Up to the present, CIO feels that its "brag" accomplishment in the textile industry was scored at the Riverside & Dan River Mills (Danville, Va.) where the TWUA claims a 15-cent an hour pay raise was won



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In South Carolina, CIO has sent a swarm of organizers into the densely industrialized areas around Greenville, Spartanburg and Rock Hill, according to Franz Daniel at Spartanburg, state director.

Also, CIO reports a recent success at the Masonite Corp., "largest plant in Mississippi, with 2,200 employees," at Laurel.

As regards Southern politics, both the AFL and CIO admit with reserve that their drives represent liberal political portents. These groups' leaders say in effect, however, that they will talk more about politics next year—when the Presidential campaign is under way. Mr. Bittner has specifically and repeatedly denied that his CIO campaign is connected with, or influenced in

any way by, the Political Action Committee.

While this is developing, industrial management in the South awaits hopefully for a clash between the CIO and AFL that may ruin each of them. Management generally adheres to the Southern historic opposition in principle to unionization of the workers. However, management at present is impressively silent—and Federal laws, angrily described as a "sell out" to Labor, are blamed for capital's "hands tied" status.

Meantime, highly influential publications in the South are harshly critical of the two labor unions' aims, ideals and integrity.

The Charlotte (N. C.) Observer, recognized sounding board of management, lately asserted editorially

that the CIO "has formed an alliance with the NLRB" and that "the Government has locked arms with this labor union in its drive into the South to elect candidates to Congress who will bow to its dictations."

Typical of the technical press, David Clark, nationally known editor-publisher of The Textile Bulletin (Charlotte) has levelled these accusations at the two labor unions:

1. The CIO is strongly in favor of the Fair Employment Practices Commission and the "sole objective of the FEPC is to force social equality with Negroes upon the white people of the South."

2. "The AFL now has upon its back, and soon will have as its sole leader, John L. Lewis who established the CIO and committed it to social equality with Negroes."

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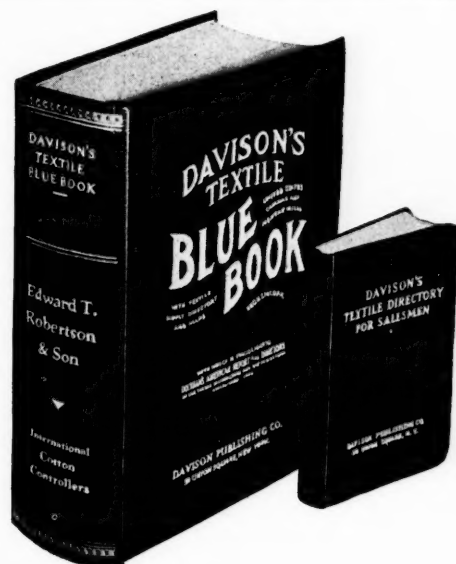
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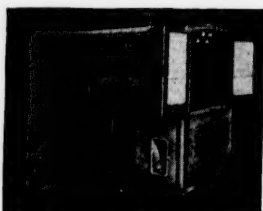
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